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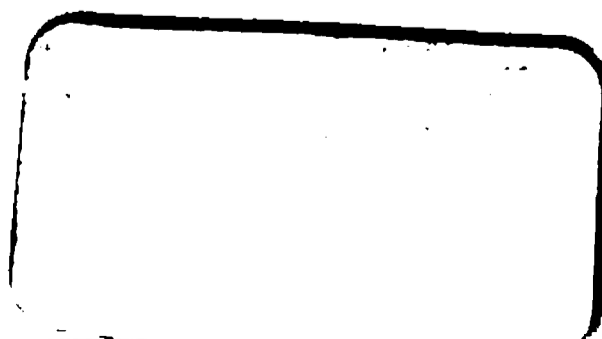
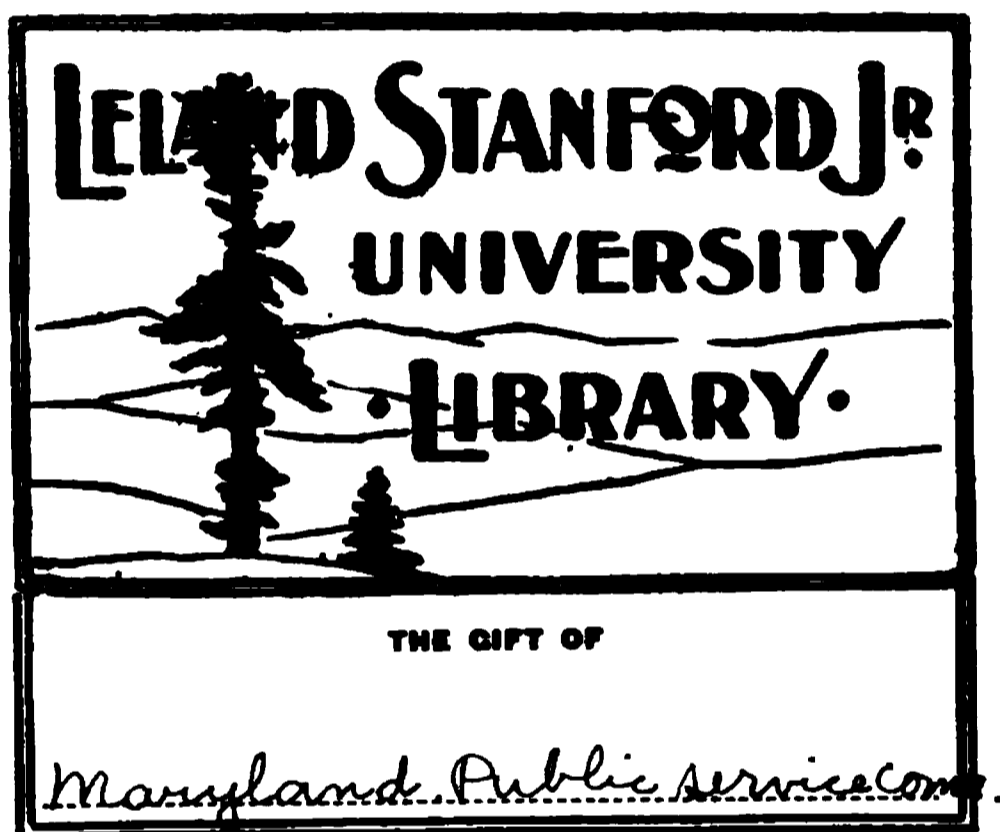
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REPORT

OF THE

PUBLIC SERVICE COMMISSION

OF MARYLAND

FOR THE YEAR 1917

BALTIMORE
Kohn & Pollock, Inc.
1918

(2)

COMMISSION

ALBERT G. TOWERS, *Chairman,*

E. CLAY TIMANUS,

JNO. MILTON REIFSNIDER.

BENJAMIN T. FENDALL,
Secretary.

WILLIAM CABELL BRUCE,
General Counsel.

OSBORNE I. YELLOTT,
Assistant General Counsel.

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REPORT
OF THE
PUBLIC SERVICE COMMISSION
OF MARYLAND

For the Year Ended, December 31, 1917

STATE OF MARYLAND
OFFICE OF THE
PUBLIC SERVICE COMMISSION

BALTIMORE, December 31, 1917.

To the Governor and General Assembly of Maryland:

In accordance with the requirements of the Act creating the Public Service Commission, report of said Commission for the year ending December 31st, 1917, is respectfully submitted.

CHANGE IN ORGANIZATION

Honorable Philip D. Laird, finding that his health would no longer permit the performance to his own satisfaction of the duties falling upon him as Commissioner, tendered his resignation to the Governor, same having been accepted, effective as of July 7th, 1917. Except for a period of about two years, Mr. Laird had been a member of the Commission since its creation, he having been Chairman for over two and one-half years during his incumbency. Mr. Laird was justly held in the highest esteem by his colleagues and the entire personnel of the Commission's staff, as well as the general public. Honorable John Milton Reifsnider was appointed to fill out the unexpired portion of Mr. Laird's term, Mr. Reifsnider qualifying on August 1st, 1917, since which date he has been actively engaged in the work of the Commission. Several of the Commission's employees have entered the military service of their country.

PUBLIC SERVICE COMMISSION OF MARYLAND

GENERAL WORK OF THE COMMISSION

During the year covered by this report the Commission has had submitted to it the usual number of complaints and inquiries for its attention.

Cases were entered during the year as follows:

Formal Docket.....	184
Correspondence Docket.....	...
Short Notice and Reparation Docket.....	94
<hr/>	
Total.....	278
Petty complaints satisfied but not docketed....	319
<hr/>	
Grand total.....	597

Including cases entered in previous years and remaining open on the Commission's docket on January 1st, 1917, 270 cases were closed during the year.

CORPORATIONS UNDER JURISDICTION

The following table shows the number of corporations, other than automobile transportation companies and toll bridge companies, over which the Commission exercises jurisdiction, with their capitalization and other information.

CORPORATIONS UNDER JURISDICTION OF COMMISSION.

Class.	NUMBER UNDER JURISDICTION.	NUMBER REPORTING.	INCOMPLETE REPORTS.	NOT REPORTING.	CAPITAL STOCK.	FUNDED DEBT.	TOTAL CAPITALIZATION.	INTEREST ACCRUED ON FUNDED DEBT.	DIVIDENDS DECLARED ON CAPITAL STOCK.
*Express Companies.	5	5	..	..	\$51,506,400	\$21,916,500	\$73,422,900	\$385,830	\$15,528,047
Electric Light Companies.	44	35	5	4	12,112,830	13,969,800	26,082,630	699,447	816,345
Gas and Electric Companies.	5	5	..	..	14,744,040	38,288,015	53,032,055	1,604,564	1,319,404
Gas Companies.	13	13	..	..	2,607,460	814,000	3,421,460	47,510	160,340
*Electric Railway Companies.	26	19	1	6	59,740,810	97,346,550	157,087,360	4,244,990	2,562,422
*Steam Railway Companies.	34	31	2	1	508,261,515	687,559,172	1,195,820,687	26,768,203	25,818,884
Steamboat Companies.	8	7	1	..	1,300,015	8,000	1,308,015	417	33,702
Water Companies.	37	26	7	4	2,313,545	1,929,050	4,242,595	90,983	80,088
Tel.	2	2	..	..	110,000	0	110,000	0	0
Tel.	15	11	3	1	1,205,545	2,300	1,207,845	123	670
Miscellaneous Companies.	2	1	..	1	1,469,400	265,000	1,734,400	13,250	0
*Sleeping Car Company (Pullman Company)	1	1	..	..	117,107,212	0	117,107,212	0	9,529,035
Totals	192	156	19	17	\$772,478,772	\$862,098,387	\$1,634,577,159	\$34,355,317	\$55,848,937

* Reporting for year ended December 31st, 1916.

IMPORTANT CASES

Case No. 1362 is complaint of F. Conrad Stoll, et al., vs. Brooklyn and Curtis Bay Light and Water Company and is the result of the respondent having filed with the Commission an amended schedule whereby the rates charged for water furnished by it to its nine hundred or more customers were increased approximately 40%, the increased rates becoming effective on July 1st last. Hearings were had and after full investigation the Commission on December 4th filed its opinion and entered its order requiring the water company to put into effect on January 1st, 1918, rates which it found to be reasonable, the rates prescribed by the Commission being considerably lower than those proposed by the company.

Complaint of A. N. Dodson vs. the Kensington Railway Company, Case No. 1290, is the result of the respondent having filed with the Commission its passenger fare schedule, becoming effective February 23rd, 1917, increasing the fares on the lines of railway owned and operated by it in Montgomery County, Maryland. Other complainants, including the mayor and town council of the town of Kensington, filed protests against the proposed increases, and at the several public hearings held upon this matter many witnesses appeared and much testimony was produced. On May 5th, 1917, the Commission filed its opinion and order requiring the Kensington Railway Company to, among other things, file with the Commission not later than June 1st, 1917, a schedule of rates and fares as prescribed in said order, which rates and fares are practically the same as those in effect immediately prior to February 23rd, 1917, the fares ordered and established by the Commission to become effective on July 1st, 1917. The Kensington Railway Company took an appeal from the order of the Commission to Circuit Court No. 2 of Baltimore City, and though preliminary injunction restraining the Commission from enforcing the rates and fares prescribed in its order aforesaid was neither asked for nor granted by the court, the company continued to charge and collect the increased rates and fares. The Commission thereupon applied to the Circuit Court for Montgomery County for an injunction restraining the railway company from charging any rates or fares other than those provided for in the Commission's order pending determination of appeal, but the court declined to grant this injunction and appeal was immediately taken by the Commission to the Court of Appeals, and on December 13th that court handed down its decision sustaining the Commission and ordering that the injunction be issued; the question of the reasonableness of the rates is still pending in Circuit Court No. 2 of Baltimore City.

During April last the United Railways and Electric Company of Baltimore inaugurated upon several of its lines a plan of operation, generally known as the "Skip-Stop" plan, under which system of operation the cars skipped each alternate street crossing, there being certain exceptions to the general rule, particularly as respects transit crossings. Directly after this scheme was adopted the Commission began receiving communications respecting the new system of operation, some of which condemned while others praised the plan. After the plan had been in effect several months

the Commission, upon its own motion, and in order to fully develop the controversy, filed a complaint respecting the "Skip-Stop" plan and thereafter held hearings extending over several days at which opportunity was afforded all persons desiring to testify either on behalf of or against the "Skip-Stop" plan of operation, either as a whole or with respect to particular stops which were skipped under the system. On October 6th the Commission filed its opinion, wherein it held that the "Skip-Stop" plan of operation as theretofore practiced by the railway company was unjust and unreasonable, though the Commission did not require the company to restore all of the stops formerly in effect. By order entered on the same day the Commission directed the respondent company to restore a dozen or more stops which it had abandoned under the aforesaid plan of operation, and by subsequent orders required the restoration of still other stops.

The service furnished by the Suburban Water Company, a corporation supplying water in the northern and northwestern suburbs adjacent to Baltimore City, has at various times in the past given the Commission much concern and, as there was failure of supply upon the part of this company early in the present year the Commission, in order to compel the company to make such repairs and additions to its equipment as it deemed necessary in order to provide an adequate supply of water, filed a formal complaint upon its own behalf against this company. Subsequent to the filing of the Commission's complaint the Artesian Water Company, engaged in the business of supplying water in the same general locality as the Suburban Water Company, applied to the Commission for permission to purchase the outstanding stock of the Suburban Water Company and thereby secure control of this company. The Commission permitted the Artesian Water Company to purchase the securities in question and since that company has had the management of the Suburban Water Company the service furnished has been greatly improved.

In 1912 the Baltimore County Water and Electric Company applied to this Commission for permission to change and readjust its schedules of quarterly minimum charges on metered water supply service. Hearings were instituted shortly thereafter, but it soon became apparent that in order to properly adjust the matters in controversy it would first be necessary for the Commission to make a valuation of the property of the company. Through no fault of its own the Commission was required to let this matter lie dormant for several years, other investigations and appraisals taxing its forces, as well as the available appropriations, to capacity. The valuation of the company's property was completed early in 1917, this valuation being brought up to December 31st, 1916. On July 6th the Commission filed its opinion and entered its order establishing the fair valuation for rate making purposes of the property of the company in question and fixing the maximum rate of return which said company should be permitted to earn. The Commission further found that the earnings of the company under its existing schedule of rates, taken as a whole, are not excessive. On November 20th, 1917, the water company filed with the Commission an amended schedule of rates designed to become effective on

January 1st, 1918, the effect of which schedule is to increase considerably the rates charged for water furnished by said company.

In opinion filed by the Commission on March 8th, 1916, and by order entered on same day, the Commission established the fair valuation for rate making purposes of the property of the Chesapeake and Potomac Telephone Company of Baltimore City in this State, the Commission further finding that the earnings of said company under its existing schedules of rates, taken as a whole, were not excessive. Some time thereafter the telephone company submitted to the Commission a tentative plan for the re-adjustment of its rate schedules in certain particulars, the proposed changes being designed in the main, it was stated, to more equitably apportion the company's revenues from its various central office districts throughout the State. Aside from the establishment of certain additional Baltimore suburban exchanges and adjustments in toll rates between Baltimore and various points, there were no substantial changes proposed in the rates governing subscribers in that city. The telephone company being appraised of the Commission's intention to proceed during the present year with hearings respecting the suggested changes, petitioned the Commission to postpone the hearings, it claiming that the abnormal conditions resulting from the world war made it highly inadvisable, if not practically impossible, to at this time undertake the settlement of the matter, particularly in view of the fact that the contemplated adjustments in the Baltimore suburban area involve the installation of additional switchboards and other equipment, which could be obtained, if at all, only after great delay, at enormously increased cost, the company's present energies being devoted to the supplying of Governmental and other needs directly concerned with the prosecution of the war. The application for postponement was given wide publicity by the Commission and at hearing set for consideration thereof all interests represented thereat were united in endorsing the proposal of the company, and on December 8th, 1917, the Commission entered its order providing for the postponement.

On September 1st, 1916, the Commission, acting under authority of Chapter 272 of the Acts of the General Assembly of Maryland, Session of 1916, filed its opinion and order establishing a fair value of the property of the Havre de Grace and Perryville Bridge Company and requiring that company to reduce the rates of toll collected by it approximately 50 per centum. The bridge company took appeal to Circuit Court No. 2 of Baltimore City, which court declined to enjoin the Commission from enforcing the rates of toll established by its order pending determination of the bridge company's appeal. On May 31st, 1917, the court handed down its decision sustaining the Commission. The Havre de Grace and Perryville Bridge Company entered appeal to the Court of Appeals, where the case is now pending; argument was had at the present session of this court and decision of the court will likely be forthcoming shortly.

The Pennsylvania Railroad Company appealed to the Circuit Court No. 2 of Baltimore City to enjoin the Commission from enforcing or attempting to enforce its order of December 21st, 1914, ordering the railroad company

to continue the sale of certain forms of commutation tickets it was proposed to discontinue and requiring the reduction of rates the company proposed to charge for other tickets. The lower court dismissed the bill of the railroad company, and appeal was taken. The Court of Appeals sustained the lower court, and the railroad company thereupon took appeal to the United States Supreme Court. On October 15th, 1917, the Supreme Court of the United States handed down its opinion dismissing the appeal and sustaining the power of the Commission to regulate rates and fares such as those involved in this case.

The several departments of the Commission have been actively engaged during the past year with the various matters coming under their immediate supervision, as set forth in the reports of the heads of the respective departments, appended hereto. Copies of all final orders of the Commission, as well as detailed statistical tables, are now in the hands of printer and will be furnished as soon as same are in complete form.

Respectfully,

ALBERT G. TOWERS,
Chairman;

E. CLAY TIMANUS,
JNO. MILTON REIFSNIDER,
Commissioners.

REPORT OF SECRETARY

BALTIMORE, December 31, 1917.

HON. ALBERT G. TOWERS,

Chairman of the Public Service Commission.

DEAR SIR:

The following report of the Secretary of the Commission for the year 1917 is respectfully submitted:

During the year 184 new cases were entered on the Formal Docket and 176 cases were closed by formal orders entered after careful and exhaustive investigations; hearings were had in all cases before final disposition except in cases withdrawn or where satisfaction was admitted, thereby rendering hearings unnecessary. On the Short Notice and Reparation Docket 94 cases were entered and closed by final orders during the year. Following our practice of last year no cases were entered on the Correspondence Docket for reasons set forth in the Secretary's report for 1916. Three hundred and nineteen petty complaints formerly placed on the Correspondence Docket but now handled by the Secretary were settled during the year.

The Formal Docket shows 1451 cases entered in the eight years the Commission has been in existence, of which 1404 have been settled, 12 consolidated with general cases covering the same questions, 4 are held pending the action of the courts, 6 filed during the month of December, 1917, 2

continued by request of complainants. The remaining 24 cases are not yet in shape for hearings.

During the past year hearings were had in 120 cases, some of which extended over several days.

The number of formal orders entered in 1917 amounted to 685.

The issue of stocks and bonds has been authorized in the following cases:

	STOCKS.	BONDS.
Patapsco & Back River Railroad Company.....	\$500,000 00	
Western Maryland Railway Company	78,000,000 00	
(1) Washington & Maryland Railway Company.....		\$96,000 00
Washington County Railroad Company.....		45,000 00
Confluence & Oakland Railroad Company.....		8,000 00
Baltimore & Ohio Railroad Company		2,000,000 00
Rognel Heights Water Company....	14,700 00	15,000 00
(2) Western Maryland Railway Company		4,426,075 12
Maryland Electric Railways Company.....		457,000 00
Baltimore & Ohio Railroad Company in Pennsylvania.....		1,124,000 00
Union Bridge Electric Mfg. Company	10,000 00	
Stony Creek Steamboat Company...	10,000 00	
(3) Baltimore & Ohio Railroad Company		10,000,000 00
Lusby Automobile Company.....	1,180 00	
(4) Hagerstown & Frederick Railway Company.....	2,325,950 00	600,000 00
Washington County Railroad Company.....		142,295 05
Confluence & Oakland Railroad Company.....		802 19
Baltimore & Ohio Railroad Company		16,250,500 00
Commissioners of Rising Sun.....		8,000 00
Denton Bus Company.....	1,500 00	
(5) Consolidated Power Company of Baltimore.....	1,275,000 00	11,000,000 00
Terminal Freezing & Heating Company.....		44,000 00
(6) Hagerstown & Frederick Railway Company.....		300,000 00
(7) United Railways & Electric Company, Baltimore.....	9,583,350 00	5,750,000 00
Crisfield Light & Power Company...	20,000 00	
Western Maryland Railway Company		150,000,000 00
Roland Park Water Company.....		5,000 00
Hagerstown & Frederick Railway Company.....		128,000 00

(1) To retire bonds to the amount of \$66,200.00 previously issued.

(2) Lease warrants.

(3) Equipment trust certificates.

(4) This stock and coupon notes (\$600,000.00) issued to refund stock and bonds to the aggregate amount of \$3,860,000.00.

(5) Includes \$5,000,000 of gold notes.

(6) Gold coupon notes.

(7) Gold notes convertible into common stock.

Permission to exercise franchises has been granted to the following corporations:

Patapsco and Back River Railroad Company.
Emmitsburg Motor Car Company.
Rognel Heights Water Company.
United Railways and Electric Company of Baltimore—
(Connecting curves and tracks, Pratt Street, Baltimore County).
Roland Park Water Company—Baltimore County.
Roland Park Water Company—Baltimore County.
Lusby Automobile Company.
Citizens Light, Heat and Power Company of Salisbury—(Garrett County).
Dundalk Company.
Commissioners of Rising Sun.
Denton Bus Company.
Consolidated Power Company of Baltimore.
Cumberland Electric Railway Company.
Chesapeake and Potomac Telephone Company of Baltimore City—
Garrett Park, Montgomery County.
Bowie, Prince George's County.
Philadelphia, Baltimore and Washington Railroad Company—
Sparrows Point, Baltimore County.
Camp Meade (Admiral).

The abandonment of franchises previously exercised has been permitted in the cases of the following corporations:

Maryland and Pennsylvania Transit Company.
Interborough Transit Company.

B. T. FENDALL,
Secretary.

REPORT OF GENERAL COUNSEL

BALTIMORE, December 31, 1917.

ALBERT G. TOWERS, ESQ., *Chairman,*
Public Service Commission,
Baltimore, Md.

DEAR SIR:

I beg leave to submit the following report for the period from January 1st, 1917, to December 31, 1917, with regard to the transactions of my office as the General Counsel of the Commission:

I rendered to the Commission 42 formal opinions in writing in relation to different questions submitted to me by it. In addition to three formal opinions, I have frequently been called upon to give oral and written advice to the Commission, and have attended numerous conferences held by the Commission.

The case of the Pennsylvania Railroad Company, lessee of the Northern Central Railway Company, vs. Albert G. Towers, et al. (the Commutation Rate case), referred to in my last report, was argued by me in the Supreme Court of the United States during the present year, and was decided by that court in favor of the Commission; the Court holding that the Northern Central Railway Company having actually issued commutation rates over its lines within this State it could not do so except subject to the power of the Commission to regulate them. A petition for a re-hearing has been filed by the plaintiff in error in this case, but has not yet been disposed of.

The case of the Havre de Grace and Perryville Bridge Company vs. Albert G. Towers, et al. (the Havre de Grace Bridge case), which was also referred to in my last report, was argued by Mr. Yellott and myself before Judge Bond, sitting as the Circuit Court No. 2 of Baltimore City, and was decided by him in favor of the Commission; but was appealed by the Bridge Company to the Court of Appeals of Maryland, where it was argued again by Mr. Yellott and myself a few weeks ago. The decision of the Court has not yet been rendered.

Several other important cases have been argued by me during the present year.

One was the case of the Mayor and Council of Crisfield vs. the Chesapeake and Potomac Telephone Company. This case was argued in the Court of Appeals of Maryland by Mr. Shirley Carter, on behalf of the Telephone Company, and by myself, on behalf of the Public Service Commission. It involved the validity of a change which the Town of Crisfield obtained in its charter at the legislative session of 1910, after the enactment of the Public Service Commission Law. The amendment undertook to authorize the Town of Crisfield to regulate telephone rates within its corporate limits. It has just been held by the Court of Appeals to be invalid, because a special law for a case for which provision had already been made by a general law; namely, the Public Service Commission Law, and therefore in conflict with Section 33, of Article 3, of the Maryland State Constitution.

Another was the case of the Mayor and Common Council of Westminster against the Consolidated Public Utilities Company of Westminster and the Commission. This case originated in the claim by the Town of Westminster that the Utilities Company, by reason of legislation (Sections 227, 228 and 229 of the Charter of Westminster) which was enacted after the passage of the Public Service Commission Law, could not increase its rates, as it proposed to do, without the consent of the Mayor and Common Council of Westminster; or, that failing, without recourse to arbitration. On the strength of this claim, a bill for an injunction was filed by the Town of Westminster against the Utilities Company in the Circuit Court for Carroll County. On its own application, the Commission was made a party defendant to the proceeding, and the case was argued before Judge Forsythe a few days ago. His decision was adverse to the Town of Westminster. The case is now pending on appeal to the Court of Appeals of Maryland, and will be argued at its January term, 1918.

These two last mentioned cases involve two of the most serious efforts that have ever been made by local authority in the State of Maryland to encroach upon the jurisdiction of the Commission.

Still another important case, from the point of view of the jurisdiction of the Commission, as well as in its other aspects, was one argued by me in the Circuit Court for Montgomery County in equity. The Commission was compelled to file a bill for an injunction in this Court against the Kensington Railway Company because of its refusal to comply with an order of the Commission prescribing a new schedule of rates for that company. The Railway Company had taken an appeal to the Circuit Court No. 2 of Baltimore City from the order of the Commission, but had not obtained any preliminary or other injunction from that Court prohibiting the enforcement of the order. The Circuit Court for Montgomery County (Judge Peter) refused to grant the preliminary injunction sought by the Commission for the purpose of compelling the Railway Company to obey the order of the Commission. Thereupon, I took an appeal from his action to the Court of Appeals of Maryland, where the case was again argued by me during the present term of the Court. It has just been decided, I am happy to say, in favor of the Commission; the Circuit Court for Montgomery County being reversed and required to issue the preliminary injunction asked for by the Commission.

Other court controversies in which the Commission was concerned have required my attention during the present year, but none of them I think are of sufficient importance to receive specific mention at my hands in this report.

There were a number of corporations throughout the State which failed to file tariff schedules, or annual reports, or both, with the Commission, as required by the Public Service Commission Law, but I am able to report that after these delinquencies were referred to me they have, as the result of correspondence between the delinquent companies and myself, been made good, with one or two exceptions, which I have reason to believe will not long continue to be such.

I have also been able, during the present year, to collect all the numerous fees, which have for some time been due to the Commission for copies of papers and documents, except a few that were uncollectible, because of the insolvency of the debtors or the like.

All of which is respectfully submitted. Truly yours,

W. CABELL BRUCE,
General Counsel.

REPORT OF ASSISTANT GENERAL COUNSEL

BALTIMORE, December 31, 1917.

REPORT
OF
OSBORNE I. YELLOTT, ASSISTANT GENERAL COUNSEL
TO
THE PUBLIC SERVICE COMMISSION OF MARYLAND
For the Year Ending December 31st, 1917.

*To the Honorable W. Cabell Bruce,
General Counsel to the Public Service Commission of Maryland,
Baltimore, Maryland.*

DEAR SIR:

I submit herewith a report of the work of my office during the past year.

GENERAL WORK

During the year I have frequently been called upon from time to time to render services of various kinds to the Commission and its several departments in connection with a great number and variety of matters which have come before the Commission for attention.

OPINIONS

From time to time I have given the Commission formal opinions in relatively minor matters. These opinions have been in all instances submitted to you and will appear in the Annual Report.

COMPLAINTS

In a number of instances I have been assigned as People's Counsel to represent complainants in contested cases before the Commission. In many of these instances I have prepared the petitions and complaints for the complainants as provided by Ch. 563 of the Acts of 1912, creating the office of People's Counsel.

Nearly all of these cases have involved questions of rates, service or extensions of service and were of considerable importance to the groups of individuals immediately affected.

Among the more important of these cases, during the past year, were those of Carver et al. vs. the Bel Air Electric Company, Residents of the

Twelfth and Fifteenth Districts of Baltimore County vs. the United Railways and Electric Company, Stoll et al. vs. Brooklyn and Curtis Bay Light and Water Company, Mayor and City Council of Salisbury vs. Salisbury Light, Heat and Power Company, Heineken Reduction Company vs. Canton Railroad Company, Mayor of Lonaconing vs. Lonaconing Water Company, Mayor and Council of Midland vs. Midland and Elk Lick Water Company, Hughes et al. vs. Consolidated Gas Electric Light and Power Company, Commissioners of Port Deposit vs. P. B. & W. Railroad Company and the many complaints of residents of Baltimore City and vicinity against the United Railways and Electric Company arising out of the effort of that company to put in effect what has come to be known as the "Skip Stop" plan of street railway operation.

COURT CASES

During the past year there has been but one court case of any considerable importance in which I have been called upon to assist. That was the case of the Havre de Grace and Perryville Bridge Company vs. the Public Service Commission. This case was instituted in Circuit Court No. 2 during the latter part of the year 1916, was argued before Judge Bond in January, 1917, and decided by him in favor of the Commission. The Company thereupon ordered an appeal to the Court of Appeals, where the case was argued at the October term. No opinion therein has yet been filed by the Court of Appeals, but is expected when that Court reconvenes in January, 1918.

VALUATION AND RATE CASES

During the past year the valuation of the property of the Baltimore County Water and Electric Company was completed and an opinion and order establishing the value of the property filed by the Commission. The Company has since filed its revised schedules of rates. Numerous protests have been filed with the Commission against these schedules and it is expected that the questions thereby raised will be heard and determined early during the coming year.

The valuation of the property of the Chesapeake and Potomac Telephone Company was completed during the year 1915 and an opinion and order filed by the Commission determining the value of that Company's property in this State. During the year 1916 the Company submitted to the Commission certain tentative drafts of proposed revised schedules, but they were never made effective. Finally, during the latter part of the year 1917 I suggested that the questions involved in such revised schedules be brought to hearing, but the Company objected to this being done at that time on the ground that conditions growing out of the war had rendered it undesirable for the Company to make any material changes in its existing schedules, and asked that the matter be indefinitely postponed. This suggestion was thereupon made the subject of a formal hearing by the Commission to which the public was invited. At this hearing representatives

of the Company testified as to the inexpediency of its undertaking to make any radical changes in its existing schedules and practices pending the war, and representatives of the Telephone Protective Association as well as those of other large civic organizations concurred in this view. Thereupon the Commission passed an order which in effect disposes of the question of a general revision of the Company's schedules until such time as conditions are found to warrant such revision.

The valuation of the property of the United Railways and Electric Company has been virtually completed by the engineers engaged in that work, but the generally unsettled conditions arising from the war have rendered it inexpedient to carry the matter further at this time.

Other valuations have been completed during the past year, notably that of the Cumberland and Westernport Electric Railway Company, in which case the complainants themselves were convinced that their demand for a reduction in rates was unreasonable under existing conditions.

In all this valuation work the "Maryland Plan" of valuation, adopted by this Commission first in the Telephone Company case above referred to, has been followed strictly. The result has been that even where complainants are disappointed in not being able to get the reductions in rates for which they have asked they have been convinced of the completeness, accuracy and fairness of the valuation itself.

IN CONCLUSION

In general, I may say that the work of my branch of your department has been kept up to date. At the present time there are no matters in my files which have not had all proper and necessary attention.

Respectfully submitted,

OSBORNE I. YELLOTT,
Assistant General Counsel.

REPORT OF CHIEF ENGINEER

BALTIMORE, December 31, 1917.

*Public Service Commission of Maryland,
Baltimore, Maryland.*

GENTLEMEN:

I beg to submit herewith report of the operations of the Engineering Department for the year 1917.

During the year 69 special trips of inspection were made throughout the entire State as compared with 113 last year, the reduction in the number of trips being the result of a more thorough systematizing of this work. Many of these trips were made by two or more men. Also, 151 formal reports have been made, which may be classified as follows:

	Steam Railroads.	Electric Railways.	Gas and Electric Companies.	Water Companies.	Phone and Telegraph.	Miscel- laneous.	Totals.
Appraisals, new equip- ment and rates.....		13	7	3	.....	.....	23
Grade crossings.....	10	.....	.....	.....	.....	.....	10
Safety appliances, wheel- guards, etc.....	1	1	.....	.....	.....	.....	2
Service:							
Complaints.....	2	21	16	12	3	.....	54
Quality of gas.....		.....	3	.....	.....	.....	3
Additional facilities.....	9	.....	4	1	1	.....	15
Miscellaneous.....	1	6	8	13	.....	16	44
Totals.....	23	41	38	29	4	16	151

I. METER TESTING.

Routine tests of gas meters to the number of 34,046 have been made, and 13,215 of electric meters; 12 gas meters and 9 electric meters were tested upon complaint of consumers, a total of 47,282. The following table illustrates the number of gas and electric meters tested for each year during the past seven years. It is to be noted that all statistical information presented in this report is for each year ending September 30:

YEAR.	ROUTINE TESTS.		COMPLAINT TESTS.		TOTALS.
	Gas.	Electric.	Gas.	Electric.	
1911.....	24,058	5,592	25	25	29,700
1912.....	27,276	8,819	65	31	36,191
1913.....	31,115	10,143	27	10	41,295
1914.....	33,858	9,959	25	4	43,846
1915.....	32,270	9,310	26	7	41,613
1916.....	30,370	11,969	18	12	42,369
1917.....	34,046	13,215	12	9	47,282
Totals.....	212,993	69,007	198	98	282,296

II. TESTING.

Electrical Testing. The laboratory equipment for electrical testing and for portable service testing throughout the State has been kept in modern condition and procedure has been followed as outlined in report for last year.

Gas Testing. The procedure outlined in report for last year has been followed with the addition of interchanged testing at periodical intervals with

the laboratories of other companies so that a check might be kept on the accuracy of observations. The apparatus is modern and up-to-date and there has been no particular advance in the art since last year.

III. GRADE CROSSINGS.

The question has continued to be one of the most important coming before the public service and State railway commissions. In particular I refer to the recommendations submitted to state commissions by the National Association of Railway Commissioners, the American Railway Association and the American Automobile Association. This I covered as fully as possible in my report No. 666 of February 5, 1917, and need not be gone into in greater detail at this time.

As indicating the importance of this subject I desire to call particular attention to the records of this Commission for the year ending September 30, 1917, as to grade crossing accidents; the summary of these records shows that a total of 147 persons were killed and injured, of which 44 were killed and 103 injured. These were further divided as follows: of the killed, 4 were pedestrians and 40 were in vehicles struck by trains; of the injured, 6 were pedestrians and 97 were in vehicles. Beyond the date of this report as results have been secured, it may be noted that in October there were 5 persons killed at grade crossings.

From the data secured in a general survey of the State about two years ago, there were found to exist 1,396 public and 1,458 private grade crossings, a total of 2,854. There has been no substantial change in this condition since that survey was made.

CHANGE IN ENGINEERING STAFF

On November 1, 1916, H. C. Ward was appointed Inspector of Gas to succeed Louis S. Wilson, resigned.

Respectfully submitted,

CHAS. E. PHELPS,
Chief Engineer.

REPORT OF TRANSPORTATION EXPERT

BALTIMORE, December 31, 1917.

HON. ALBERT G. TOWERS,
Chairman, Public Service Commission of Maryland.

DEAR SIR:

I submit herewith report showing in a general way the work of the Transportation Department for the year 1917.

During the year 219 formal reports have been made to the Commission. We have, however, been very successful in making adjustments or settling in an informal way many complaints against the transportation companies.

Commencing April 1, 1916, the United Railways and Electric Company, on order of the Commission, started to vestibule their semi-convertible cars at the rate of twelve per month. This work has progressed during the

present year at the rate of twelve cars per month up to December 1st. To indicate again the reasonableness of the Commission's order in this respect, would state that during this year, up to date, ten deaths have occurred due to passengers walking or falling off of non-vestibuled cars, which could not have occurred on an improved vestibuled car. So far as the efficiency of the "H. B." Automatic Wheel Guard, which the Commission ordered placed on the cars, is concerned, would state that this only failed six times during the year, and has a percentage of efficiency of 80.6.

Traffic conditions in Baltimore have increased very materially, and to such an extent that it will be necessary for a general re-cutting of certain car lines in the down-town district, which the Railways Company and your Transportation Department are now working on. Certain streets are so congested at the present time that it is impossible to increase the number of cars during the rush and peak hours of the day, notwithstanding the fact that the cars are overcrowded and passengers are delayed. The records for the month of November, 1917, show that the mileage of the passenger cars increased over the corresponding month of the previous year 161,653 miles.

On account of the war and labor conditions the traffic shifts from one line to another. One week the traffic may be in one direction and the next week in another direction, and it is absolutely necessary that the schedules be watched closely and changed with the traffic. There has been, up to date, during this present year, over 150 changes in schedules, involving an increased mileage of over two and one-half million miles during the year.

Prior to this year, the majority of the patrons of the Railways Company in Baltimore living in the northwestern section of the city were compelled to transfer, but under the Commission's order an arrangement of service to Northwest Baltimore was made June 10th, 1917, on which date the Garrison Boulevard line began operating from Electric Park to Pratt and South Streets, via Garrison, North and Madison Avenues; and, on the same date, the new Liberty Heights Avenue route was opened, and service supplied from Park Terminal through to Woodlawn; thus giving two direct car lines from the northwestern section to the center or business section of the city.

All of the Steam and Electric Railroads within the State are complying promptly with the orders of the Commission relative to reporting accidents, a complete record of which is kept in this office, and these accidents are investigated when thought necessary. Whenever possible, a representative of this department is present at the Coroner's inquest of fatalities, with a view of obtaining information whereby the number of accidents resulting in loss of life or personal injuries may be reduced. During the year 1917 this department was represented at thirty-eight (38) inquests.

ACCIDENTS

A comparative summary of the total number of accidents to persons during the last seven years is submitted below, the accidents being tabulated as between those occurring on steam railroads and electric railways:

TOTAL PERSONAL ACCIDENTS COMPARED BY YEARS.

YEAR.	CLASS OF PERSONS	STEAM RAILROADS.		ELECTRIC RAILWAYS.		GRAND TOTALS.	
		K.	I.	K.	I.	K.	I.
1911.....	Public.....	63	190	31	5,670	94	5,860
	Employees..	38	677	4	1,192	42	1,869
1912.....	Public.....	94	148	33	6,365	127	6,513
	Employees..	40	799	2	1,367	42	2,166
1913.....	Public.....	96	244	32	3,748	128	3,992
	Employees..	70	902	3	1,414	73	2,316
1914.....	Public.....	72	233	35	7,213	107	7,446
	Employees..	37	1,044	5	1,400	42	2,444
1915.....	Public.....	90	257	31	6,395	121	6,652
	Employees..	29	813	5	1,249	34	2,062
1916.....	Public.....	78	144	29	6,244	107	6,388
	Employees..	35	852	4	1,250	39	2,102
1917.....	Public.....	89	195	46	6,398	135	6,593
	Employees..	45	866	10	1,560	55	2,426
Totals.....	Public.....	582	1,411	237	42,033	819	43,444
	Employees..	294	5,953	33	9,432	327	15,385
Grand Totals.....		876	7,364	270	51,465	1,146	58,829

Out of the above total accidents to persons, those which occurred at grade crossings for each year during the last seven years are as follows:

GRADE CROSSING ACCIDENTS COMPARED BY YEARS.

YEAR.	COMPANY.	KILLED.	INJURED.	TOTAL.
1911.....	Steam Railroads.....	11	7	18
	Electric Railways.....			
1912.....	Steam Railroads.....	12	10	22
	Electric Railways.....			
1913.....	Steam Railroads.....	12	44	56
	Electric Railways.....			
1914.....	Steam Railroads.....	8	40	48
	Electric Railways.....			
1915.....	Steam Railroads.....	15	49	64
	Electric Railways.....			
1916.....	Steam Railroads.....	18	39	57
	Electric Railways.....			
1917.....	Steam Railroads.....	44	103	147
	Electric Railways.....			
Totals.....		120	292	412
Averages per year.....		17	42	59

Those accidents to persons trespassing upon railroad property have been segregated, and are as follows:

FATALITIES AND INJURIES DUE TO TRESPASSING UPON RAILROADS—
COMPARISON BY YEARS.

YEAR.	B. & O. R. R.		Penna. R. R.		W. Md. Ry.		Minor Steam.		Minor Electric.		Totals.	
	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.	K.	I.
1911.....	53	22	30	51	9	20	6	4	10	5	108	102
1912.....	45	45	20	9	9	17	15	7	9	7	98	85
1913.....	42	30	20	26	10	80	16	4	5	16	93	156
1914.....	38	41	15	37	8	25	7	14	9	19	77	136
1915.....	38	28	10	12	12	15	12	12	6	19	78	86
1916.....	36	18	10	9	9	9	4	3	10	1	69	40
1917.....	27	13	10	8	4	9	6	2	10	4	57	36
Totals.....	279	197	115	152	61	175	66	46	59	71	580	641

	KILLED.	INJURED.
Total Steam Railroads.....	521	570
Total Electric Railways.....	59	71
Grand Total (7 years).....	580	641

I desire to call to your especial attention the comparative summary of the number of Grade Crossing Accidents within the State during the year 1917 as compared with previous years, from which you will note there is an increase in the number of persons killed on grade crossings within the State of 144 per cent. in excess of the previous year, and in the number injured of 164 per cent., making a total of killed and injured on grade crossings within the State of 158 per cent. increase over the previous year. The details of this can be found in the Appendix of this report.

During the year 1917, to date, this department has issued permits, with the approval of the Commission, for the operation of motor vehicles for the public transportation of passengers and freight, as follows:

For passenger service exclusively.....	261
For freight service exclusively.....	40
For passenger and freight service.....	6
Total permits.....	307

We find that while the reckless and unreliable people have dropped out to a certain extent, those continuing to render service are giving better

service, and, in most cases, try to comply with the law and the orders of the Commission. Your Transportation Department is working constantly with the Commissioner of Motor Vehicles and his forces in order that the law and the rules of the two Commissions will be complied with. We are now receiving new applications for the year 1918, but at this writing cannot, of course, determine how many, if any, will discontinue.

It is a pleasure to commend the work of the employees of the Transportation Department, and to report that their efficiency has steadily increased during the year 1917.

Respectfully submitted,

B. W. DUEB,
Transportation Expert.

REPORT OF RATE CLERK

BALTIMORE, December 31, 1917.

HON. ALBERT G. TOWERS,
Chairman.

DEAR SIR:

Report upon the work of the Rate Department of the Commission during the year just ended is herewith rendered.

The current year has witnessed an unusually large number of changes in the rate schedules of corporations under the jurisdiction of this Commission, including both common carriers and the other utilities. The abnormal costs of materials and labor, due to the war conditions, encountered by practically all of the utility companies throughout the State, has been mainly responsible for such increases as have been made effective during the year. Some of the companies have, owing to increase in their output, been able to satisfactorily maintain their service without increasing the rates charged for the service rendered, despite the increased cost of operation. One company, the Consolidated Gas Electric Light and Power Company of Baltimore, has been able to reduce its charge for electric current, the primary rate having been reduced from 8½ cents to 8 cents per kilowatt hour and its annual minimum charge from \$12.00 to \$9.00, these changes having become effective last spring, though the company has recently filed with the Commission supplemental schedules becoming effective on January 1st, 1918, whereby the rates charged large power consumers are increased or decreased in accordance with the fluctuating price of coal, the change being 1/100 cent per kilowatt hour for each three per cent. change in the cost of coal from the normal cost of \$2.70 per long ton delivered at Westport. Some of the increases have been accepted by the patrons without protest, while others have been the subject of complaint, some of which complaints are now pending on the formal docket of the Commission.

In view of the abnormal number of changes being made in the rate schedules of the utilities under the Commission's jurisdiction I wish to

again direct the attention of the Commission to the desirability, as I see it, of adopting revised rules to govern the construction, filing and publication of rate schedules of public utility companies other than common carriers, tentative draft of which revised rules was submitted by me to the Commission on November 24th, 1916. These rules, if adopted, will have the effect of bringing about more uniformity and completeness in the matter of rate schedules and will increase the value and usefulness of the Commission's rate files to that extent.

Under special permission of the Commission, special forms of supplements were filed with it by the various railroads entering this State increasing all intrastate class and commodity rates 15 per cent., intended to become effective on July 1st last. The form of supplement used was permitted in order to aid the carriers to quickly and without unnecessary expense bring the matter before the Interstate Commerce Commission, as respects the proposed increases in interstate freight rates. The Interstate Commerce Commission, by order entered June 27th, required the suspension or cancellation of the rates named in the special supplements but permitted the carriers to file tariffs in regular manner increasing class rates 15 per cent. The carriers increased their Maryland intrastate class rates to same extent as permitted by the Interstate Commerce Commission on interstate traffic and likewise canceled the proposed increased commodity rates. After the increased class rates had been in effect for several months, the carriers appealed to the Interstate Commerce Commission for further relief, claiming that operating revenues do not adequately overcome mounting cost of operation. The Commission thereupon set the matter for further hearing at its offices, and it is expected that decision of the Commission upon the application for further relief will be forthcoming shortly. The Rate Clerk attended the several hearings conducted by the Interstate Commerce Commission in connection with this matter, as well as other hearings before the same body respecting questions which it was felt would influence and affect Maryland intrastate rates and fares.

The Pennsylvania Railroad, including certain of the lateral lines controlled by it, on November 1st, 1916, increased the rates applicable to the transportation of crushed stone for road making purposes from a number of quarries to destinations on the Eastern Shore of Maryland, all of these rates being interstate in character and consequently under the jurisdiction of the Interstate Commerce Commission. The State of Maryland filed complaint with the Interstate Commerce Commission challenging the reasonableness of the higher rates and, acting upon request of the Chairman of the State Roads Commission, the Public Service Commission directed its Rate Clerk to aid the counsel employed by the Roads Commission in the matter of compiling traffic and other statistical information, necessary to the proper presentation of the case before the Interstate Commerce Commission. The Rate Clerk in this behalf prepared a great number of statements, some of which were filed with the Interstate Commerce Commission as exhibits at hearing conducted by that Commission, the Rate Clerk being one of the witnesses for the State at this hearing. The examiner who heard

the case has recommended certain reductions in the existing rates; the matter was argued and submitted to the Commission on November 8th, 1917, and decision is now awaited.

During the current year there have been filed with the Commission approximately six hundred freight tariffs and passenger fare schedules of common carriers operating within the State of Maryland, increasing the total number on file to about 7,100. The number of tariffs filed this year would have been very much greater had the Commission not adopted the special form of supplement above referred to.

To this department have been referred various complaints respecting rates and charges of corporations under the jurisdiction of the Commission. In a number of instances the department has been successful in reconciling the apparently conflicting interests and thereby disposing of the matters involved, thus avoiding the necessity for formal hearing. Eighty-one formal reports have been rendered the Commission during the year.

Orders authorizing the filing of new or amended schedules of rates, fares or charges upon less than statutory notice were entered in eighty-four cases, and orders permitting the refund of excessive freight charges were entered in ten cases, the total amount of charges refunded under orders of the Commission aggregating \$773.61.

Respectfully submitted,

FRANK HARPER,

Rate Clerk.

REPORT OF AUDITOR

BALTIMORE, December 31, 1917.

HON. ALBERT G. TOWERS, *Chairman,*
Public Service Commission,
Baltimore, Md.

DEAR SIR:

On January 1st, 1917, I was appointed, by your Honorable Body, Auditor of the Commission, succeeding the late Col. John A. Tompkins, which office I have filled during the year.

The work of the Auditor's office has been carried on along the same lines as established by my predecessor.

During the year considerable time was spent in making examinations of the books of a number of utilities in order to prepare statements of the financial condition of such companies that had filed applications with the Commission for permission either to increase their capitalization, by issuing additional capital stock or bonds, or to increase their rates. Among the most important cases were the Baltimore County Water and Electric Company rate case; the Salisbury Light, Heat and Power Company rate case and the Cumberland and Westernport Electric Railway Company rate case.

In all of the above named cases the necessary exhibits were prepared by this office working in conjunction with the Assistant General Counsel.

There are now under the jurisdiction of this Commission one hundred and ninety-two corporations and private concerns engaged in some form of public utility operation. These companies have a total Capitalization of \$1,634,577,159—consisting of Capital Stock, \$772,478,772, and

Funded Debt, \$862,098,387.

The dividends paid during the year amounted to \$55,848,937, and the interest on funded debt was \$34,355,317.

The annual reports of one hundred and seventy-five companies were duly filed in this office and seventeen companies made no report.

Of the companies filing reports there were nineteen incomplete, and this is due to the fact that they are small companies and the revenue they receive is not great enough to warrant the expense of employing a book-keeper capable of making the report as required.

The Interstate Commerce Commission has recently changed the date of reporting of certain classes of public utilities, such as steam railroads, electric railways and express companies, from June 30th of each year to December 31st of each year and now require reports of such companies for the calendar year instead of the fiscal year ended June 30th.

This Commission has under its jurisdiction a large number of public utility corporations that are also under the jurisdiction of the Interstate Commerce Commission and has decided to accept the reports of these companies engaged in interstate business for the calendar year.

Most of the gas, electric, water and telephone companies under the jurisdiction of this Commission operate solely in the State of Maryland and are now required to make their annual reports for the fiscal year ending June 30th of each year.

The work of this office would be greatly facilitated if all companies reporting to the Commission would be required to report for the calendar year.

From the reports that have been filed with the Commission I have prepared the statistical tables for the Commission's annual report.

The fiscal year of the Public Service Commission previously ended April 30th, of each year, but has been changed to end September 30th, to coincide with other State offices. In prior years the published financial report of the Public Service Commission covered the calendar year and is now published for the fiscal year ended September 30th.

During the fiscal year there was collected from all sources and remitted to the Treasurer of Maryland \$799.20.

Below is a detailed statement of disbursements for the year ended September 30th, 1917.

OCTOBER 1st, 1916, TO SEPTEMBER 30th, 1917

Salaries.....	\$74,429 52
Rent.....	6,000 00
Furniture.....	1,418 68
Engineers' Apparatus.....	996 07
Court Costs.....	125 40
Special Services.....	1,030 25
General Expenses:	
Printing and Stationery.....	\$5,340 93
Postage.....	643 00
Telephone.....	675 27
Library.....	217 84
Traveling.....	2,313 14
Inspection Materials.....	66 59
Stenography.....	719 36
Office Incidentals.....	674 49
	<hr/>
	10,650 02
	<hr/>
Total Expenses for year.....	\$94,650 54

Respectfully submitted,

JAMES F. DUNN, JR.,
Auditor.

APPENDIX I

RECEIPTS AND DISBURSEMENTS OF THE COMMISSION

FOR THE FISCAL YEAR, OCTOBER 1, 1916, TO SEPTEMBER
30, 1917, INCLUSIVE

SALARIES AND EXPENSES.

SALARIES.

Albert G. Towers, Chairman.....	\$6,000 00
E. Clay Timanus, Commissioner.....	5,000 00
Philip D. Laird, Commissioner.....	3,844 06
John Milton Reifsnider, Commissioner.....	833 33
Benjamin T. Fendall, Secretary.....	3,000 00
Wm. Cabell Bruce, General Counsel.....	4,800 00
Osborne I. Yellott, Assistant General Coun- sel	\$3,000 00
Osborne I. Yellott, Assistant General Coun- sel, Special Appropriation.....	1,800 00
	4,800 00
James F. Dunn, Jr., Auditor.....	1,875 00
James F. Dunn, Jr., Accountant.....	683 05
Bruce W. Duer, Transportation Expert.....	3,600 00
Charles E. King, Chief Stenographer.....	1,800 00
Carroll Gorman, Stenographer—General Counsel...	459 70
Edward S. Brittain, Stenographer—General Counsel	1,012 09
W. G. Dawson, Chief Clerk.....	1,550 00
G. Archer Hays, Stenographer.....	1,230 00
Frank F. Kormann, Stenographer.....	1,800 00
James R. Dunlop, Stenographer.....	1,162 85
Gertrude C. Cottman, Stenographer.....	1,033 32
Emily C. Harrison, Asst. Stenographer to General Counsel	800 00
Anna S. Talkin, Stenographer.....	1,033 33
Edith Chapman, Stenographer.....	747 50
Frank Harper, Rate Clerk.....	1,850 00
Maud Stewart, Stenographer.....	570 00
Christian E. Naumann, Office Boy.....	570 00
Marie Kelly, Telephone Operator.....	574 99

SALARIES AND EXPENSES—Continued.

Charles E. Phelps, Jr., Chief Engineer.....	\$4,800 00
Charles G. Edwards, Assistant Engineer.....	3,600 00
Luke Ellis, Assistant Engineer.....	1,650 00
J. Garland Turner, Clerk—Engineering Department.	1,200 00
Wm. T. Russell, Superintendent Inspectors.....	1,800 00
Louis S. Wilson, Gas Inspector.....	150 00
John H. Marley, Meter Inspector.....	1,000 00
James W. Ebaugh, Meter Inspector.....	1,000 00
H. Clay Ward, Laboratory Assistant.....	1,036 67
Albert N. Blakeney, Transportation Inspector.....	136 67
J. W. Greene, Inspector.....	909 93
Benjamin M. Haughey, Transportation Inspector...	1,200 00
Albert L. Deen, Transportation Inspector.....	1,068 55
L. J. Harrington, Transportation Inspector.....	1,068 55
Joseph T. Birckhead, Transportation Inspector.....	1,068 55
Henry W. Hynson, Inspector.....	1,068 55
Harold C. Nuttle, File Clerk.....	1,042 83

Total Salaries for the Year Ended September 30th, 1917.... \$74,429 52

EXPENSES.

Rent	\$6,000 00
Furniture	1,418 68
Engineer's Apparatus	996 07
Court Costs.....	125 40
Stenography	719 36
Printing and Stationery.....	5,340 93
Postage	643 00
Telephone	675 27
Library	217 84
Traveling	2,313 14
Inspection Materials.....	66 59
Incidentals:	
Towels	\$117 50
Water	79 19
Ice	97 80
Time Clock.....	26 36
Inspecting Dictagraph.....	28 00
Newspapers and Periodicals.....	58 46
Advertising	82 60
Insurance	70 00
Expressage	13 84
Repairs	22 30

SALARIES AND EXPENSES—Continued.

Signs on Doors.....	\$8 13	
Telegrams	4 71	
Notary Fees.....	2 75	
Directory	8 00	
Sundries	54 85	
		<hr/> \$674 49

Special Services:

The Baltimore County Water & Electric Co.	
Case No. 375. Expenses.....	350 00
The Havre de Grace & Perryville Bridge Co.	
Case No. 1129. Expenses.....	680 25
	<hr/>

Total Expenses for Year Ended September 30th, 1917..... \$20,221 02

Total Salaries and Expenses for Year Ended September 30th,
1917..... \$94,650 54

Appropriation for Year Ended September 30th, 1917, Acts 1916,
Chapter 685..... \$95,000 00

Salaries and Expenses for Year Ended September 30th, 1917... 94,650 54

Unexpended Balance Returned to State of Maryland..... \$349 46

RECEIPTS FROM OFFICE FEES TRANSMITTED TO THE TREASURER
OF MARYLAND, FOR THE FISCAL YEAR OCTOBER 1ST,
1916, TO SEPTEMBER 30TH, 1917.

1916:

October	\$18 30
November	4 80
December	62 80

1917:

January	25 60
February	42 65
March	44 75
April	32 70
May	247 17
June	47 30
July	99 40
August	80 40
September	28 30
	<hr/>

Total Office Fees for Year Ended September 30th, 1917.. \$734 17

MISCELLANEOUS.

1916:

Interest on Bank Balance—December..... \$22 35

1917:

Interest on Bank Balance—May..... 22 68

Sale of Clocks..... 20 00

65 03

Total Receipts for Year Ended September 30th, 1917.... \$799 20

RESIGNATIONS AND APPOINTMENTS.

Philip D. Laird, Commissioner, resigned July 7th, 1917.

John Milton Reifsnider, Commissioner, qualified August 1st, 1917.

James F. Dunn, Jr., appointed Auditor January 1st, 1917.

Carroll Gorman, resigned January 20th, 1917.

Edward S. Brittain, qualified January 29th, 1917.

Louis S. Wilson, resigned October 31st, 1916.

H. Clay Ward, qualified November 20th, 1916.

Albert N. Blakeney, resigned November 11th, 1916.

J. Woodall Greene, resigned August 15th, 1917.

NOTE:

The fiscal year of the Public Service Commission previously ended April 30th of each year, but has been changed to end September 30th, to coincide with other State offices.

The appropriation, by virtue of an Act of Legislature, Chapter 685, Acts 1916, is available on October 1st for the coming year.

In prior years the published report of the Public Service Commission covered the calendar year and is now published for the fiscal year ending September 30th.

In order to make this change it was necessary to include in this year's report the salaries and expenses for three months, October 1st to December 31st, 1916, amounting to \$22,010.83 (see page 41, Report for Year 1916), which was included in the published report of the Commission for the year 1916.

The salaries and expenses of the Commission for nine months, January 1st, 1917, to September 30th, 1917, were \$72,639.71, making, with the above \$22,010.83, the total salaries and expenses for the fiscal year ended September 30th, 1917, \$94,650.54.

APPENDIX II

OPINIONS AND ORDERS OF THE COMMISSION

ORDER No. 3352.

In the Matter of

The Joint Application of MARYLAND TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated October 24th, 1916, for the Sale by the Former to the Latter of Two Poles Located on Pennington Avenue, Anne Arundel County, Maryland.

Before the

Public Service Commission
of Maryland.

Case No. 1268.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It Is, THEREFORE, on this second day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3353.

<p>In the Matter of</p> <p>The Application of MARYLAND, DELAWARE AND VIRGINIA RAILWAY COMPANY for an Order Permitting and Approving the Re- moval of West Tuckahoe Siding .04 Miles West of Tuckahoe Station on Said Rail- way in Caroline County, Maryland.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1269.</p>
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WHEREAS, It appears from the petition filed in the above entitled matter that West Tuckahoe Siding is no longer necessary and convenient for the public service, and

WHEREAS, The removal of said siding is not a matter requiring a hearing under the provisions of Section 26 of the Public Service Commission Law,

It Is THEREFORE, this second day of January, 1917, by the Public Service Commission Law of Maryland,

Ordered, That the removal of West Tuckahoe Siding be, and the same is hereby, permitted and approved.

ORDER No. 3354.

<p>In the Matter of</p> <p>The Application of CUMBERLAND AND WEST- ERNPORT ELECTRIC RAILWAY COMPANY, Un- der Order No. 1630, for Approval of Plans and Specifications of New Cars to Be Pur- chased by Said Company.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1115.</p>
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Upon petition of Cumberland and Westernport Electric Railway Company, and the exhibits filed therewith and the reports of the Chief Engineer of this Commission filed herein, it is this second day of January, 1917, by the Public Service Commission of Maryland,

Ordered, That Cumberland and Westernport Electric Railway Company be, and it is hereby, authorized to place in service cars constructed according to the specifications and blueprints filed as exhibits with said petition and the reports of its Chief Engineer filed herein, the same having been approved by the Commission.

FURTHER **Ordered,** That when the contract for said cars is executed, the said Company shall inform this Commission of the number and cost of the cars so contracted for.

ORDER No. 3355.

In the Matter of

The Application of the CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and the CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated June 14th, 1916, for the Sale by the Former to the Latter of One Pole Located on Duke Alley, 3 Feet West of the West Building Line of 1112 East Pratt Street, Baltimore, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1270.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, on this second day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3356.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated June 28th, 1916, for the Sale by the Former to the Latter of Thirteen Poles Located on Ferndale Avenue, Park Heights Avenue and Smith Avenue, District No. 3, Baltimore County, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1271.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, on this second day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3357.

In the Matter of

The Application of THE CHESAPEAKE AND
POTOMAC TELEPHONE COMPANY OF BALTI-
MORE CITY and CONSOLIDATED GAS ELEC-
TRIC LIGHT AND POWER COMPANY OF BAL-
TIMORE for the Approval of an Agreement
Dated July 13th, 1916, for the Sale by the
Former to the Latter of One Hundred and
Fifty Poles Located in Various Streets in
Baltimore, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1272.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, on this second day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3358.

In the Matter of

The Application of THE CHESAPEAKE AND
POTOMAC TELEPHONE COMPANY OF BALTI-
MORE CITY and the HAVRE DE GRACE ELEC-
TRIC COMPANY OF HARFORD COUNTY for the
Approval of an Agreement Dated August
7th, 1916, for the Joint Use of Poles in
Districts Nos. 2 and 6, Harford County,
Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1273.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It Is, THEREFORE, on this second day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3359.

In the Matter of

The Investigation of the Rates and Charges,
Property and Affairs of the

HAVRE DE GRACE BRIDGE COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1129.

OPINION AND ORDER.

Proceedings having been begun by the respondent company in Circuit Court No. 2 of Baltimore City to vacate and set aside the Original Order No. 3004 and Supplemental Order No. 3046 of this Commission passed in the above case September 1, 1916, and September 23, 1916, respectively, a considerable amount of evidence was introduced in such proceedings. This evidence was found by the Court to be different from that offered upon the hearings before this Commission, and additional thereto, whereupon the Court directed that the case be transmitted to this Commission for con-

sideration and action as provided by Section 44 of the Public Service Commission Law.

Since the receipt of this evidence all the members of this Commission have carefully read and considered the same.

A large proportion of such evidence consisted of complicated tabulations and estimates of the various engineers who testified before the Court as to the reproduction cost new of the respondent company's bridge property.

This evidence being of a highly technical character, and its proper consideration requiring that it be retabulated along lines which would enable the Commission to make proper comparisons of the same and determine the weight to be properly accorded the estimates of the several engineers, the work of so doing was turned over to our Engineering Department with instructions to prepare a series of statements showing with all due and proper particularity the points wherein the estimates of the Bridge Company's witnesses as to quantities, unit costs and construction overheads differed from those of the witnesses for the Commission, and also showing what would be the reproduction cost new of the bridge property in question upon two separate and distinct bases: (a) Upon the basis of the quantities used by Messrs. Greiner, Pagon, Harrison, Warren and Claiborne, witnesses for the Company, and the prices paid by the Pennsylvania Railroad Company for labor and materials used in the construction of that company's new railroad bridge across the Susquehanna immediately adjacent to the highway bridge here in question, and (b) Upon the basis of the actual cost of such new railroad bridge as disclosed by the evidence adduced before the Court, adjustments being made for difference in area, loading, etc.

This report was duly furnished by Chief Engineer Phelps of this Commission and is appended hereto marked "Opinion Appendix." This report is in seven parts designated A, B, C, D, E, F and G respectively and is intended to be taken as a part of this Opinion and Order as fully as though embodied herein.

The Commission has carefully studied said report in connection with the new evidence adduced before the Court, including that relating to the actual cost of other bridge structures fairly comparable with the bridge here in question, and the evidence already before us, and in the light of all such evidence we still adhere to our former conclusion that the reproduction cost new of the bridge property here in question, exclusive of any allowance for promotion and legal expenses, would not exceed Three Hundred and Eighteen Thousand, Three Hundred and Ninety-four Dollars (\$318,394).

Nor does this Commission find in the new evidence adduced before the Court anything to alter its previous conclusion that the fair present value of the property for rate-making purposes is Two Hundred and Fifty Thousand Dollars (\$250,000).

We find no evidence in the case of any particular sum having been expended for promotion and legal expenses by the present owners of the bridge property, and therefore conclude that no specific allowance should be made therefor in arriving at the fair present value of the bridge property for the purposes of this inquiry.

We think that the new evidence adduced before the Court on the subject of physical deterioration of the bridge property, and the probable inadequacy of the same in the near future to meet reasonably the requirements of traffic, materially corroborates the conclusion reached in our original opinion in this case to the effect that the depreciated or present structural value of the bridge property is materially less than its reproduction cost new.

WHEREFORE, it is

Ordered, this second day of January, 1917, by the Public Service Commission of Maryland that this Commission does hereby decline to alter, modify, amend or rescind its order No. 3004 of September 1, 1916, as modified and amended by its Order No. 3046 of September 23, 1916, relating to the rates, tolls and charges of the Havre de Grace and Perryville Bridge Company prescribed in said orders.

ORDER No. 3360.

In the Matter of

The Complaint of HOWARD L. MORRIS

vs.

SUBURBAN WATER COMPANY.

Before the

Public Service Commission
of Maryland.

Case No. 1255.

The above cause having been previously set for hearing and having been heard on the date hereof, when both parties were represented in person or by counsel, and an oral opinion having been rendered by the Commission, through its Chairman, in which the conclusion was reached that the complainant is not entitled to the relief for which he has prayed,

IT IS, THEREFORE, this 3rd day of January, in the year Nineteen Hundred and Seventeen, for the reasons assigned in the aforesaid oral opinion, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3394.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE BALTIMORE AND OHIO RAILROAD COMPANY for the Approval of an Agreement Dated December 18th, 1916, for the Sale by the Former to the Latter of One Pole Located at the Northwest Corner of Cross and Ward Streets, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the

Public Service Commission
of Maryland.

Case No. 1274.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It Is, THEREFORE, on this fourth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3396.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated June 10th, 1916, for the Sale by the Former to the Latter of 18 Poles in Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1275.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this tenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3397.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated June 26th, 1916, for the Sale by the Former to the Latter of 18 Poles Located on the Northeast Side of Park Heights Avenue Between Evergreen Place and Wy-lie Avenue, District No. 3, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1276.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this tenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3398.

In the Matter of

The Application of PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY for an Order Permitting and Approving the Construction, Maintenance and Operation of, and the Acquisition or Condemnation of Land for an Additional Track Along the South Side of Its Present Right of Way in the 12th and 13th Districts of Baltimore County, Maryland, Across and East and West of the North Point Road, to Be Used in Connection With Its Freight Yard Northeast of Bay View, Maryland.

Before the

Public Service Commission
of Maryland.

Case No. 1183.

The application and exhibits in the above entitled case having been received and filed and due hearing and investigation having been had, and the applicant having filed herein a copy of a permit granted it by The Highways Commission of Baltimore County, Maryland, whereby it is allowed to construct an additional track across the North Point Road, and this Commission having determined that the things for which its permission and approval are asked are proper, necessary and convenient for the public service,

IT IS, THEREFORE, This tenth day of January, 1917, by the Public Service Commission of Maryland,

Ordered, That the permission and approval of this Commission be, and it is hereby, given The Philadelphia, Baltimore and Washington Railroad Company to construct, operate and maintain an additional track along the southern side of its right of way and property and across the North Point Road at the latter's intersection with said right of way, as shown by yellow lines on the blueprint filed in these proceedings and marked "Applicant's Exhibit No. 1," and to acquire by purchase or condemnation, the necessary land and property for the construction of such additional track.

ORDER No. 3400.

In the Matter of

The Application of PATAPSCO AND BACK RIVERS RAILROAD COMPANY for an Order Permitting and Approving the Exercise of the Franchise Granted It Under Its Certificate of Incorporation and to Begin the Construction of Its Railroad; and for Authority to Issue \$500,000.00 Par Value of Its Capital Stock.

Before the
Public Service Commission
of Maryland.

Case No. 1266.

WHEREAS, The Patapsco and Back Rivers Railroad Company has applied to this Commission for permission to exercise the franchises and rights granted to it under its certificate of incorporation, a copy of which is filed in these proceedings, and the approval of the acquisition and construction and operation by it of a railroad, the route of which is described in said certificate of incorporation and in the petition herein, and is shown on the map filed in these proceedings, and for authority to issue its capital stock in the amount of 10,000 shares of the par value of \$50.00 per share, and

WHEREAS, This Commission after due hearing of which notice was given by publication in compliance with this Commission's Order No. 3323, has determined that the exercise of such franchises and rights and the acquisition and construction and operation of said railroad is necessary and convenient for the public service, and that the issue of said capital stock, all of which has been subscribed for, and is payable in cash at par, is reasonably required for the purposes of said Company in the acquisition of property and the construction, completion, extension and improvement of its facilities,

IT IS, THEREFORE, This 10th day of January, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the exercise by the Patapsco and Back Rivers Railroad Company of the franchises and rights aforesaid, granted to it by its certificate of incorporation, and the acquisition and construction and operation of said railroad above referred to, be, and the same hereby is, permitted and approved; provided, however, that nothing in this order contained shall be so construed as to permit said Company to construct a bridge across Humphreys Creek, as shown on said map, until proper authority thereto shall have been secured from the proper official or officials of the Government of the United States; a certified copy of such authority, when received, shall be filed with this Commission.

2. That the issue and sale at par for cash by said Patapsco and Back Rivers Railroad Company of its capital stock in the amount of \$500,000.00 par value, for the acquisition of property and the construction, completion, extension and improvement of its facilities is hereby authorized and approved.

FURTHER ~~Ordered~~, That said Patapsco and Back Rivers Railroad Company shall make reports duly verified by affidavits as follows:

(a) Upon the sale for cash of its stock, authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales, the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of said stock, and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of its facilities.

ORDER No. 3401.

In the Matter of

The Joint Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated November 22nd, 1916, for the Sale by the Former to the Latter of Three Poles, Located as Follows: North Side of Alley on Dividing Line of Numbers 1307-1309 Ashland Avenue, East Side of Hunter Alley on Dividing Line of 2938-2940 Guilford Avenue and at the Northeast Corner of Leadenhall and Heath Streets, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1278.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this tenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

~~Ordered~~, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

. ORDER No. 3402.

In the Matter of

The Joint Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated October 26th, 1916, for the Sale by the Former to the Latter of Five Poles Located on the South Side of Eastern Avenue, Between Eighth and Sixteenth Streets, District No. 12, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1279.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this tenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3405. .

In the Matter of

The Application of the BALTIMORE AND OCEAN CITY RAILWAY COMPANY for Permission and Authority to Issue \$44,000.00 Par Value of Its Capital Stock, and \$75,000.00 Par Value of Its First Mortgage 5% Thirty-Year Gold Bonds to Be Secured by a Deed of Trust of All Its Properties Now Held or Hereafter to Be Acquired for the Acquisition of the Property, Rights and Franchises of the Baltimore and Washington Transit Company of Maryland.

Before the

Public Service Commission
of Maryland.

Case No. 524.

WHEREAS, By Order No. 2891 entered in the above entitled matter on the 31st day of May, 1916, the Commission authorized the applicant, The Washington and Maryland Railway Company, successor of the Baltimore and Ocean City Railway Company, to issue its first mortgage 6% thirty-year gold bonds to the amount of \$66,200.00, said bonds to be issued at par in exchange for property and franchises of like value as ascertained by the stockholders of said applicant, said stockholders having authorized the Board of Directors of the applicant company to purchase said property and franchises at said price, to be paid for in bonds as aforesaid, and

WHEREAS, Said The Washington and Maryland Railway Company has applied to this Commission for a modification of Order No. 2891 aforesaid, so as to authorize the issue by said company of its General Mortgage 6% Thirty-Year Gold Bonds in the amount of \$66,000.00 par value in lieu of said company's first mortgage bonds to the amount of \$66,200.00, the issue of which was authorized by this Commission's Order No. 2891 aforesaid, said General Mortgage Bonds to be issued at par in exchange for property and franchises of an ascertained like value as aforesaid, and for authority to issue its Prior Lien, 5½% Thirty-Year Gold Bonds in the amount of \$30,000.00 par value and to use said Prior Lien Bonds as collateral to secure the payment of its One-Year 6% Gold Notes in the amount of \$25,000.00 par value and for the approval of a contract or agreement between the applicant and The Capital Traction Company, copy of which is filed in these proceedings marked "Petitioner's Exhibit C" (File 32), and

WHEREAS, This application coming on to be heard after due notice published in compliance with Order No. 3317 of this Commission passed December 26th, 1916, and the Commission having determined after hearing that the issue of said General Mortgage Bonds and said Prior Lien Bonds is reasonably required for the purpose of said corporation, to wit: the acquisition of property and the construction, completion, extension and improve-

ment of its facilities, and that the execution of said contract or agreement is convenient for the public service,

It Is, THEREFORE, This 11th day of January, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That Order No. 2891 of the Public Service Commission of Maryland, entered herein on the 31st day of May, 1916, be, and the same is hereby annulled and set aside.

FURTHER Ordered, That the issue by The Washington and Maryland Railway Company of its General Mortgage 6% Thirty-Year Gold Bonds in the amount of \$66,000.00 par value and its Prior Lien, 5½% Thirty-Year Gold Bonds, December 8, 1916, in the amount of \$30,000.00 par value, for the purposes above referred to, be, and the same is hereby authorized and approved.

FURTHER Ordered, That after said bonds are issued and the transfer of said property is completed said The Washington and Maryland Railway Company shall make report, verified by affidavit, to the Commission of the facts, and also upon the deposit and upon the release of said bonds, authorized to be issued and deposited as collateral to secure the payment of said company's One-Year 6% Gold Notes.

FURTHER Ordered, That the execution of the proposed contract or agreement hereinbefore referred to between said The Washington and Maryland Railway Company and The Capital Traction Company, is hereby permitted and approved.

ORDER No. 3408.

<p>In the Matter of</p> <p>BALTIMORE BRICK COMPANY, Complainant,</p> <p style="text-align: center;"><i>vs.</i></p> <p>THE BALTIMORE & OHIO RAILROAD COMPANY, Defendant.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 386.</p>
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REPARATION CLAIM—Additional \$24.23.

WHEREAS, By Order No. 3321 entered herein on the 27th day of December, in the year 1916, this Commission authorized and empowered the defendant, The Baltimore and Ohio Railroad Company, to refund unto the complainant, the Baltimore Brick Company, the sum of \$702.83, being the difference between the amount charged and collected, \$2625.21, for the transportation of 179 carloads of brick aggregating 14,583,700 pounds, based on rate of 36 cents per 2,000 pounds and the amount chargeable, \$1922.38, at the rate of 26 cents per 2,000 pounds on 168 carloads aggregating 13,700,300 pounds to North Avenue, Baltimore, and rate of 32 cents per 2,000

pounds on 11 carloads aggregating 883,400 pounds to Mt. Clare and Camden Station, Baltimore, and

WHEREAS, By supplemental petition filed with the Commission it now appears that of the cars in question shipped by the complainant from Ross-ville, Maryland, 178 carloads aggregating 14,507,800 pounds actually moved to North Avenue and but one carload weighing 75,900 pounds moved to Mt. Clare, and

WHEREAS, On basis of actual movement and rates of 26 cents per 2,000 pounds to North Avenue and 32 cents per 2,000 pounds to Mt. Clare, complainant would have been entitled to refund \$727.06, of which amount but \$702.83 was authorized by this Commission's Order No. 3321 aforesaid,

It Is, THEREFORE, This 11th day of January, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the defendant, said The Baltimore and Ohio Railroad Company, is hereby authorized and empowered to refund unto the complainant, said Baltimore Brick Company, the sum of Twenty-four Dollars and Twenty-three Cents (\$24.23), being the difference between the amount of refund heretofore authorized by this Commission's Order No. 3321, \$702.83, and the amount properly refundable, \$727.06, at the rates aforesaid.

ORDER No. 3409.

In the Matter of

The Application of THE WESTERN MARYLAND RAILWAY COMPANY, BALTIMORE AND HARRISBURG RAILWAY COMPANY, THE BALTIMORE AND HARRISBURG RAILWAY COMPANY — EASTERN EXTENSION, THE BALTIMORE AND HARRISBURG RAILWAY COMPANY—WESTERN EXTENSION, BALTIMORE AND CUMBERLAND VALLEY RAILWAY COMPANY, THE BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY, GEORGE'S CREEK AND CUMBERLAND RAILROAD COMPANY, THE CONNELLSVILLE AND STATE LINE RAILWAY COMPANY, for Leave to Consolidate Into WESTERN MARYLAND RAILWAY COMPANY; and for Authority to Issue, in Order to perfect Said Consolidation, \$18,000,000 First Preferred Cumulative Seven Per Cent Stock, \$10,000,000 Second Preferred Non-Cumulative Four Per Cent Stock, and \$50,000,000 Common Stock.

Before the

Public Service Commission
of Maryland.

Case No. 1267.

WHEREAS, The Western Maryland Railway Company, Baltimore and Harrisburg Railway Company, The Baltimore and Harrisburg Railway Com-

pany—Eastern Extension, The Baltimore and Harrisburg Railway Company—Western Extension, Baltimore and Cumberland Valley Railway Company, The Baltimore and Cumberland Valley Railroad Company, George's Creek and Cumberland Railroad Company and The Connellsville and State Line Railway Company have applied to this Commission for the approval of an agreement of consolidation whereby said applicant companies are consolidated into a new corporation known as Western Maryland Railway Company, said consolidated company to assume all of the present bonded indebtedness and equipment trust obligations of each of the constituent companies, and for authority to issue, in order to perfect said consolidation, \$17,760,400 First Preferred Cumulative Seven Per Cent Stock, being part of a total authorized issue of \$18,000,000 of such stock, \$10,000,000 Second Preferred Non-cumulative Four Per Cent Stock, and \$49,429,230 Common Stock, being part of a total authorized issue of \$50,000,000 of such stock, and

WHEREAS, This application coming on to be heard after due notice published in compliance with Order No. 3351 of this Commission passed December 29th, 1916, and the Commission being of opinion and finding after hearing that said consolidation is convenient for the public service and that the issue of said stocks is reasonably required for the purposes of said consolidated corporation prescribed by Section 27 of the Public Service Commission Law of Maryland;

IT IS, THEREFORE, This 15th day of January, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, (1) That the execution of the proposed agreement of consolidation by which The Western Maryland Railway Company, Baltimore and Harrisburg Railway Company, The Baltimore and Harrisburg Railway Company—Eastern Extension, The Baltimore and Harrisburg Railway Company—Western Extension, Baltimore and Cumberland Valley Railway Company, The Baltimore and Cumberland Valley Railroad Company, George's Creek and Cumberland Railroad Company and The Connellsville and State Line Railway Company are consolidated into a new corporation known as Western Maryland Railway Company, be and it is hereby authorized and approved, and the said Western Maryland Railway Company be and it is hereby authorized and empowered to exercise the franchises and rights heretofore granted to and exercised and owned by the constituent companies, or granted to said consolidated company under the agreement of consolidation.

(2) That the authorized issue of stock of the said Western Maryland Railway Company, namely, \$18,000,000 par value First Preferred Cumulative Seven Per Cent Stock, \$10,000,000 par value Second Preferred Non-cumulative Four Per Cent Stock, and \$50,000,000 par value Common Stock, each of the par value of One Hundred Dollars (\$100.00) per share, be and it is hereby authorized.

(3) That the said Western Maryland Railway Company is hereby authorized to issue its stocks as follows:

(a) \$17,760,400 par value of First Preferred Cumulative Seven Per Cent Stock, \$20,900 thereof to be exchanged for Preferred Stock of Baltimore and Harrisburg Railway Company of like par value in the hands of the public and the remaining \$17,739,500 thereof to be issued in satisfaction and discharge of indebtedness amounting on July 1st, 1916, to \$17,739,500 represented by Five Per Cent Collateral Trust Notes and Six Per Cent unsecured notes of The Western Maryland Railway Company, all of which notes matured on July 1st, 1915.

(b) \$10,000,000 par value of Second Preferred Non-cumulative Four Per Cent Stock to be exchanged for Preferred Stock of The Western Maryland Railway Company of like par value.

(c) \$49,429,230 par value of Common Stock to be exchanged for Common Stock of The Western Maryland Railway Company of like par value.

(4) That the said Western Maryland Railway Company shall assume all of the present bonded indebtedness and equipment trust certificates of each of the constituent companies.

(5) That all stocks of the constituent companies which are owned by The Western Maryland Railway Company, as well as all indebtedness of any of said constituent companies owing to said The Western Maryland Railroad Company shall be canceled.

FURTHER Ordered, (1) That when said agreement of consolidation is executed, a certified copy thereof shall be filed in these proceedings.

(2) That the said Western Maryland Railway Company shall make reports, duly verified by affidavits, at the termination of each and every period of six months from the date of this Order, such reports to show the amount of stock issued and exchanged under authority hereof, until such issue and exchange shall have been completed.

ORDER No. 3410.

In the Matter of

The Application of EMMITSBURG MOTOR CAR COMPANY for an Order Permitting and Approving the Exercise of the Franchise Granted Under Its Certificate of Incorporation.

Before the

Public Service Commission
of Maryland.

Case No. 1277.

Upon request of the applicant this day filed in the above entitled matter asking that the application be dismissed,

IT IS, THEREFORE, This 17th day of January, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application in the above entitled matter be and the same is hereby dismissed.

ORDER No. 3420.

In the Matter of

The Petition of THE WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff Establishing Switching Rate of \$5.00 per Car on Stone, at Security, Maryland.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 387.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 18th day of January, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Western Maryland Railway Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff establishing switching rate of \$5.00 per car on stone, at Security, Maryland.

Provided, Said tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3420 of date January 18th, 1917."

ORDER No. 3421.

In the Matter of

The Joint Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated October 9th, 1916, for the Sale by the Former to the Latter of Twelve Poles Located Along the South and Southwest Sides of the Tracks of the Canton Railroad Company North and Northwest From 14th Street, District No. 12, Baltimore County, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1283.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this eighteenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3422.

In the Matter of

The Joint Application of THE CHESAPEAKE
AND POTOMAC TELEPHONE COMPANY OF
BALTIMORE CITY and MAYOR AND CITY
COUNCIL OF BALTIMORE for the Approval
of an Agreement Dated December 23rd,
1916, for the Sale by the Latter to the
Former of Fifteen Poles Located on the
West Side of Andre Street, South of Fort
Avenue, Northwest Side of Bel Air Road
Between North Avenue and the Dividing
Line of 2004-6, and North Side of East
North Avenue Between a Point West of
the East Building Line of 2004, Baltimore,
Maryland, Under the Terms and Provi-
sions of Order No. 2913, Entered June
20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1284.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this eighteenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3423.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement With the NORTHERN CENTRAL RAILWAY COMPANY for the Sale by the Former to the Latter of One Pole Situated on the South Side of Aliceanna Street in Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1285.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It Is, **THEREFORE**, On this eighteenth day of January, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3429.

In the Matter of

The Petition of the Carriers Named in the Official Classification by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 2 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 388.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 23rd day of January, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish

on one day's notice to the Commission and the public, Supplement No. 2 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, to correct cancellation notice on title page of Official Classification No. 44, P. S. C. Md. O. C. No. 44, and to correct typographical errors appearing in said Classification by amendments set forth in petition filed herein,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3429 of date January 23rd, 1917."

ORDER No. 3430.

In the Matter of

The Complaint of GARRISON BOULEVARD
IMPROVEMENT ASSOCIATION, ET AL.,

vs.

THE UNITED RAILWAYS AND ELECTRIC
COMPANY OF BALTIMORE.

Before the

Public Service Commission
of Maryland.

Case No. 1041.

Petition having been made to the Commission for a modification of the first paragraph of said Commission's Order No. 3292 entered herein on December 20th, 1916, and the Commission, after due consideration, being of opinion and finding that the modification of its prior Order as prayed is convenient for the public service,

IT IS, **THEREFORE**, This 24th day of January, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the first paragraph of Order No. 3292 of the Public Service Commission of Maryland dated December 20th, 1916, be and it is hereby modified, said modified paragraph to read as follows:

Beginning at the Belvedere Avenue terminus of the Garrison Avenue line; thence on Belvedere avenue to Belvieu avenue; thence on Belvieu avenue to Garrison avenue; thence on Garrison avenue to Walbrook Junction; thence on Twelfth street to North avenue; thence on North avenue to Madison avenue; thence on Madison avenue to Eutaw street; thence on Eutaw street to Franklin street; thence on Franklin street to Park avenue; thence on Park avenue to Liberty street; thence on Liberty street to Lombard street; thence on Lombard street to South street; thence on South

street to German street; thence on German street to Liberty street; thence returning over the same routes to the place of beginning, the cars of the respondent company to be run over such routes upon such headway as may reasonably be necessary to handle the traffic over the same.

FURTHER Ordered, That except as by this Order modified, said Order No. 3292 shall in all respects be in full force and effect as if this Order had never been passed.

ORDER No. 3431.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of One Pole Located on the South Side of Alley North of Cross Street, Six Feet West of the East Building Line of 770 Cross Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1289.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-fifth day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3435.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the approval of an Agreement Dated October 9th, 1916, for the Sale by the Former to the Latter of Thirty-three Poles and Two Anchor Guys Located on the Northeast Side of Reisterstown Road Between Glen Avenue and a Point Southeast of Seven-Mile Lane, District No. 3, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1291.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this 25th day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3437.

In the Matter of

The Application of the MARYLAND TELEPHONE COMPANY OF BALTIMORE CITY for the Consent of the Public Service Commission of Maryland to the Sale, and the Agreement of Sale, of the Lot and Improvements Thereon on Hanover Street, Baltimore City, Maryland, Known as 901 Hanover Street, Under the Terms and Provisions of Order No. 2913, of the Said Commission, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1287.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It Is, **THEREFORE**, On this 30th day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3438.

In the Matter of

The Application of **MARYLAND TELEPHONE COMPANY OF BALTIMORE CITY** for the Approval of an Agreement Dated January 17th, 1917, for the Sale of the Lot and Improvements Thereon, on Cambridge Street, Baltimore, Maryland, Known as No. 2134 Cambridge Street, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1288.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It Is, **THEREFORE**, On this 30th day of January, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3440.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of One Pole Located at the Corner of Curtis Avenue and Locust Street, Brooklyn, in District No. 5, Anne Arundel County, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the

Public Service Commission
of Maryland.

Case No. 1294.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this first day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3441.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of Two Poles Located on the West Side of Caton Avenue, North of Wilkins Avenue, District No. 1, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the

Public Service Commission
of Maryland.

Case No. 1295.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this first day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3442.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Petitioner's Freight Tariffs P. S. C. Md. Nos. 725 and 810.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 389.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 1st day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplements to petitioner's freight tariffs P. S. C. Md. Nos. 725 and 810, canceling Supplement No. 9 to P. S. C. Md. No. 725 and Supplement No. 14 to P. S. C. Md. No. 810, which said two supplements have been filed with this Commission to become effective February 15th, 1917.

Provided, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3442 of date February 1st, 1917."

ORDER No. 3447.

<p>In the Matter of</p> <p>The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Local Freight Tariff GO—P. S. C. Md. No. 286.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 390.</p>
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 2nd day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's local freight tariff GO—P. S. C. Md. No. 286, adding to said tariff Rule 28-A and changing Rule 28, said addition and said change to be in accord with exhibit filed with the petition aforesaid,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

“Issued under special permission of the Public Service Commission of Maryland, Order No. 3447 of date February 2nd, 1917.”

ORDER No. 3449.

<p>In the Matter of</p> <p>The Complaint of LUTHER MCKINNEY, ET AL.,</p> <p style="text-align: center;"><i>vs.</i></p> <p>BERLIN AND LOVETTSVILLE BRIDGE COMPANY.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1218.</p>
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WHEREAS, It appears from the papers filed in this case, and particularly from the letter of the Complainant filed herein on the twenty-fifth day of October, 1916, that the complaint has been satisfied,

IT IS, THEREFORE, This second day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the same be, and it is hereby, dismissed without prejudice.

ORDER No. 3450.

In the Matter of The Complaint of CHAUNCEY T. SCUDDER, Trading as THE ARLINGTON SANITARIUM, vs. THE SUBURBAN WATER COMPANY.	}	Before the Public Service Commission of Maryland. Case No. 1233.
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WHEREAS, It appears from the papers filed in this case, and particularly from the letter of Donald B. Creecy, attorney for Complainant, filed herein on the twenty-seventh day of November, 1916, that the complaint has been satisfied,

It Is, THEREFORE, This second day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the same be, and it is hereby, dismissed without prejudice.

ORDER No. 3451.

In the Matter of The Application of BALTIMORE, CHESAPEAKE AND ATLANTIC RAILWAY COMPANY for an Order Permitting and Approving the Con- struction of a Siding on Its Own Property at the West End of Ocean City Bridge in Worcester County, Maryland.	}	Before the Public Service Commission of Maryland. Case No. 1297.
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WHEREAS, It appears from the petition and exhibits filed in the above entitled matter, that the proposed construction of a side track is necessary and convenient for the public service, and

WHEREAS, After due consideration, the Commission being of the opinion that a hearing in this case is not necessary,

It Is, THEREFORE, This fifth day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the construction proposed in the above entitled application, be, and the same is hereby, permitted and approved.

ORDER No. 3452.

<p>In the Matter of</p> <p>PEERLESS OYSTER COMPANY, Complainant,</p> <p style="text-align: center;">vs.</p> <p>THE BALTIMORE AND OHIO RAILROAD COMPANY,</p> <p style="text-align: center;">and</p> <p>WASHINGTON, BALTIMORE AND ANNAPOLIS ELECTRIC RAILROAD COMPANY, Defendants.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 391.</p>
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REPARATION CLAIM \$260.00.

This is a petition filed by The Baltimore and Ohio Railroad Company by C. S. Wight, its General Freight Representative, and joined in by Washington, Baltimore and Annapolis Electric Railroad Company by I. E. Ballard, its Freight Claim Agent, on behalf of Peerless Oyster Company, complainant, for permission to refund unto said complainant that portion of freight bills rendered and collected from said complainant by said railroad companies which is in excess of a just and reasonable charge upon shipments of oyster shell lime between points on defendants' lines within the State of Maryland.

The petition sets forth that between June 2nd, 1916, and August 16th, 1916, shipments were made by the complainant herein over the railroads of the defendant companies from Baltimore, Maryland, to Gambrills, Maryland, of forty carloads of oyster shell lime, aggregating 2,000,000 pounds, on which were collected freight charges at rate of 5.3 cents per 100 pounds, as per tariff P. S. C. Md. No. 421 issued by the Baltimore and Ohio Railroad. Shipments moved over Baltimore and Ohio Railroad from Baltimore to Annapolis Junction, Maryland, and thence over Washington, Baltimore and Annapolis Electric Railroad to destination.

There was in effect at time these shipments moved rate of 80 cents per 2,000 pounds on lime air or water slacked, in carloads, from Baltimore to Gambrills as per B. & O. R. R. tariff P. S. C. Md. No. 788. Same company's tariff P. S. C. Md. No. 830, filed with the Commission on September 28th, 1916, effective October 29th, 1916, established like rate of 80 cents per net ton on unburnt oyster shell lime, carloads, between the points in question.

The complainant claims and the defendants admit that the rate lawfully applicable at the time and over the route shipments moved was under all the circumstances and conditions then existing excessive and unreasonable,

and that the rate of 80 cents per 2,000 pounds, as set forth in Baltimore and Ohio Railroad Company's joint freight tariff P. S. C. Md. No. 830, would be a proper and reasonable rate to be applied to the shipments in question.

Upon consideration of the matter, it is this 6th day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendants, said The Baltimore and Ohio Railroad Company and said Washington, Baltimore and Annapolis Electric Railroad Company, are hereby authorized and empowered to refund unto the complainant, said Peerless Oyster Company, the sum of \$260.00, being the difference between the amount charged and collected, \$1060.00, for the forty carloads aggregating 2,000,000 pounds, based on rate of 5.3 cents per 100 pounds and the amount properly chargeable, \$800.00, at the rate of 80 cents per 2,000 pounds, as aforesaid, for the transportation of the shipments in question.

FURTHER Ordered, That unless otherwise ordered by this Commission rate of 80 cents per 2,000 pounds on oyster shell lime, carloads, from Baltimore, Maryland, to Gambrills, Maryland, shall be maintained as maximum for a period of one year from the date of this Order.

ORDER No. 3453.

In the Matter of	Before the
The Application of WASHINGTON COUNTY RAILROAD COMPANY for Authority to Issue \$45,000 Par Value of Its Refunding and General Mortgage 5% Bonds.	Public Service Commission of Maryland. Case No. 1281.

WHEREAS, the Washington County Railroad Company has applied to this Commission for authority to issue its Refunding Mortgage 5% Bonds to the amount of \$45,000 (to be secured by a trust mortgage of its railroad, property and franchises) for the purpose of paying off an existing indebtedness of said company to The Baltimore and Ohio Railroad Company amounting to \$44,762.70; and

WHEREAS, Said company appears to be indebted to The Baltimore and Ohio Railroad Company for advances made to it for the improvement and extension of its lines of railroad to said amount of \$44,762.70, in payment of which amount The Baltimore and Ohio Railroad Company has agreed to accept said \$45,000, par value, of bonds bearing interest at the rate of 5% per annum and maturing December 1, 1995, and to be deposited with the Trustees of certain of The Baltimore and Ohio Railroad Company's mortgages as further security, as set forth in the trust mortgage hereinbefore first mentioned; and

WHEREAS, After due hearing, the Commission is of opinion that the issuance, as aforesaid, of said \$45,000 of bonds is reasonably required for the purposes of said company, to wit, the payment of said indebtedness.

IT IS, THEREFORE, This sixth day of February, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That said Washington County Railroad Company be, and is hereby, authorized to issue its Refunding Bonds to the amount of \$45,000, as aforesaid.

2. That upon issuing said bonds, and making application thereof to the payment of said indebtedness, the said Washington County Railroad Company shall report said facts to this Commission, duly verified by the proper affidavit or affidavits.

ORDER No. 3454.

In the Matter of	}	Before the
The Application of THE CONFLUENCE AND OAKLAND RAILROAD COMPANY for Authority to Issue Its Refunding and General Mortgage Bonds.		Public Service Commission of Maryland.
		Case No. 1282.

WHEREAS, The Confluence and Oakland Railroad Company has applied to this Commission for authority to issue its bonds to the amount of \$8,000 (to be secured by a trust mortgage of its railroad and property, situate in part in Garrett County, Maryland, and its franchises) for the purpose of paying off an existing indebtedness of said company, amounting to \$7,640.62, to The Baltimore and Ohio Railroad Company; and

WHEREAS, Said company appears to be indebted to The Baltimore and Ohio Railroad Company for advances made to it for the improvement and extension of its lines of railroad to said amount of \$7,640.62, in payment of which amount The Baltimore and Ohio Railroad Company has agreed to accept said \$8,000 of bonds, at par, bearing interest at the rate of 5% per annum and maturing December 1, 1995, and to be deposited with the Trustees of certain of The Baltimore and Ohio Railroad Company's mortgages as further security, as set forth in the trust mortgage hereinbefore first mentioned; and

WHEREAS, After due hearing, the Commission is of opinion that the issuance, as aforesaid, of said \$8,000 of bonds is reasonably required for the purpose of said company, to wit, the payment of said indebtedness.

IT IS, THEREFORE, This 6th day of February, 1917, by the Public Service Commission of Maryland,

Ordered, 1. That said The Confluence and Oakland Railroad Company be, and is hereby, authorized to issue its Refunding Mortgage Bonds to the amount of \$8,000 as aforesaid.

2. That upon issuing said bonds and making application thereof to the payment of said indebtedness, the said The Confluence and Oakland Railroad Company shall report said facts to this Commission, duly verified by the proper affidavit or affidavits.

ORDER No. 3455.

In the Matter of

The Application of THE BALTIMORE AND OHIO RAILROAD COMPANY for the Approval of, and Authority For, the Issue and Sale of \$2,000,000 Par Value of Its First Mortgage Fifty-Year 4% Gold Bonds Under the First Mortgage of Said Road to the UNITED STATES TRUST COMPANY and JOHN A. STEWART, Trustees, Dated July 1st, 1898.

Before the

Public Service Commission
of Maryland.

Case No. 1293.

WHEREAS, The Baltimore and Ohio Railroad Company has filed with this Commission an Application and Report, from which it appears that there is now held in the treasury of said Company \$2,000,000 of its First Mortgage Fifty-Year Four Per Cent. Gold Bonds issued under and secured by its First Mortgage dated July 1st, 1898, to the United States Trust Company of New York and John A. Stewart, Trustees, which bonds have been duly issued and certified on account of expenditures previously made for the improvement, betterment, enlargement, equipment or extension of the railroads and properties covered by said mortgage, and that said \$2,000,000.00 of said bonds have been sold at 92½% net of the face amount thereof.

IT IS, THEREFORE, This sixth day of February, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That said sale of said \$2,000,000.00 of First Mortgage Fifty-Year Four Per Cent. Gold Bonds of The Baltimore and Ohio Railroad Company is hereby approved.

ORDER No. 3457.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and BOARD OF POLICE COMMISSIONERS OF THE CITY OF BALTIMORE for the Approval of an Agreement dated January 11th, 1917, for the Sale by the Latter to the Former of Three Poles Located on Ramsey Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 10th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1298.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this sixth day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3458.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and AMERICAN TELEPHONE AND TELEGRAPH COMPANY OF BALTIMORE for the Approval of a Bill of Sale Transferring to the Former Company a Section of Underground Duct in the City of Havre de Grace, Harford County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1299.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this sixth day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3459.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated December 21st, 1916, for the Sale by the Former to the Latter of Five Poles on Lombard Street and Rear of 500 Block South Lakewood Avenue, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1300.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this sixth day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3460.

In the Matter of

The Investigation of the Regulations, Practices, Equipment, Appliances and Services of the UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE.

Before the
Public Service Commission
of Maryland.

Case No. 1123.

WHEREAS, It is provided by Section 3 of the "Rules to be Observed by the United Railways & Electric Company of Baltimore in Respect to the

Transportation of Persons, Freight and Property Within the State of Maryland," (Order No. 2890), effective June 15th, 1916, that "the temperature within any closed car in service shall not be allowed to fall below 40 degrees Fahrenheit above zero;" and

WHEREAS, It appears that the cars of the United Railways & Electric Company of Baltimore are not equipped with thermometers or any other device to indicate the temperature maintained in said cars;

IT IS, THEREFORE, This 6th day of February, 1917, by the Public Service Commission of Maryland,

Ordered, (1) That in all single-truck closed cars there shall be provided a thermometer of approved type as hereinafter specified, located on one side of the car midway of the length and approximately five feet above the floor.

(2) That in all double-truck closed cars there shall be provided two thermometers in each car, located on opposite sides of the car approximately eight feet from the corner posts at each end, and five feet above the floor. The average of the readings of the two thermometers shall be taken as the car temperature.

(3) That all such cars shall be provided with thermometers as above specified on or before the fifteenth day of March, 1917.

(4) That the Company submit at least two of each type of thermometer intended to be used to the Public Service Commission for its approval; such thermometers shall be submitted for examination and test not later than February 10th, 1917.

(5) The type of thermometer intended to be used shall read in degrees Fahrenheit and show an accuracy in indication of at least 95% when compared with a standard thermometer certified by the United States Bureau of Standards (the Commission will test proposed thermometers by a standard thermometer so certified).

(6) At least 20% of the thermometers in use shall be tested for accuracy before cars are put into winter service, and those thermometers found defective or not showing an accuracy of at least 95% shall be replaced. At succeeding seasons the proportion of thermometers so tested shall be made up of those which have not been previously subjected to test until all thermometers have been so tested. The intention of this provision is that each thermometer should be subjected to a test at least once in five years.

(7) The type of thermometer selected shall be one which may be easily read and that, so far as practicable, the case shall protect it from sudden draughts and from mechanical injury.

ORDER No. 3462.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated July 10th, 1916, for the Sale by the Former to the Latter of Thirty-nine Poles Located in Districts 1, 3, 9 and 14, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1302.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

It IS, THEREFORE, On this seventh day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3461.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement for the Sale by the Former to the Latter of Twelve Poles Located on the East Side of Francke Avenue North of Lutherville Road; on the South Side of Lutherville Road West of Francke Avenue and East and West Sides of Lutherville Road North of Wood Road, District No. 9, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1301.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this seventh day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3463.

In the Matter of

The Complaint of BIBERMAN BROTHERS

vs.

TERMINAL FREEZING AND HEATING
COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1253.

The Complainants in this case having by letter filed herein on the date hereof, declined to prosecute further the above entitled matter,

IT IS, THEREFORE, This seventh day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the same be, and it is hereby, dismissed, without prejudice.

ORDER No. 3464.

In the Matter of

The Application of THE WESTERN MARYLAND RAILWAY COMPANY for Authority to Issue \$4,426,075.12, Interest at 4.52% Included, of Its Notes or Lease Warrants. Proceeds From Said Notes to Be Used in Securing Additional Equipment.

Before the

Public Service Commission
of Maryland.

Case No. 1292.

WHEREAS, The Western Maryland Railway Company has applied to this Commission for authority to issue its notes or lease warrants of the aggregate amount of \$4,426,075.12, interest at rate of 4.52 per cent. per annum included, and

WHEREAS, This application coming on to be heard after due notice published in compliance with Order No. 3436 of this Commission passed January 29th, 1917, and the Commission being of opinion and finding after hearing that the use of the capital to be secured by the issue of said notes or lease warrants is reasonably required for the purposes of said corporation, to wit: the acquisition of property and the improvement and extension of its facilities and service.

IT IS, THEREFORE, This 7th day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the issue by the applicant, said The Western Maryland Railway Company, of its notes or lease warrants of the aggregate amount of \$4,426,075.12, interest at the rate of 4.52 per cent. per annum included, in the manner and upon the terms set forth in said application be and the same is hereby authorized and approved.

ORDER No. 3467.

In the Matter of The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff M. & C. P. S. C. Md. No. 3.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 392.
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 10th day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff M. & C. P. S. C. Md. No. 3, said tariff to be in accordance with proof copy thereof, filed herein as exhibit,

PROVIDED, Said tariff be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3467 of date February 10th, 1917."

ORDER No. 3469.

In the Matter of The Application of NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY for an Order Permitting and Approving the Construction of a Second Track Extension and the Re-Arrangement of Its Sidings at Pocomoke City, Maryland, and South of Pocomoke River Draw Bridge.	}	Before the Public Service Commission of Maryland. Case No. 1305.
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WHEREAS, It appears from the petition and exhibits filed in the above entitled matter that the extension of the Second track north and south of Pocomoke River Draw Bridge and the re-arrangement and extension of the sidings at Pocomoke City, Maryland, are necessary and convenient for the

public service, and the Commission having determined that a hearing is unnecessary,

It Is, THEREFORE, This twelfth day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the proposed construction and changes as set forth in the above entitled application be, and the same are hereby, permitted and approved.

ORDER No. 3471.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Cancellation of "Storage, Insurance and Elevator Charges on Grain" Under Caption "Revised Elevator and Car Storage Charges on Export Grain at Locust Point," Shown on Page 3 of Sup. No. 5 to Petitioner's Freight Tariff P. S. C. Md. No. 614 and "Storage Charges on Bulk Grain for Export, Stored in Cars," Shown on Page 23 of Petitioner's Freight Tariff P. S. C. Md. No. 825.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 393.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 13th day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, cancellation of "Storage, Insurance and Elevator Charges on Grain," under caption "Revised Elevator and Car Storage Charges on Export Grain at Locust Point," shown on page 3 of Supplement No. 5 to petitioner's freight tariff P. S. C. Md. No. 614, and "Storage Charges on Bulk Grain, for Export Storage in Cars," shown on page 23 of petitioner's freight tariff P. S. C. Md. No. 825,

PROVIDED, Tariffs or supplements effecting said cancellations be filed with the Commission upon issuance of this order, and published by posting as required by law, and that all copies of said tariffs or supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3471 of date February 13th, 1917."

ORDER No. 3474.

In the Matter of

The Application of THE MARYLAND ELECTRIC RAILWAYS COMPANY for Authority to Issue \$457,000.00 Par Value of Its First Mortgage Five Per Cent. Gold, Sinking Fund Bonds, the Proceeds From the Sale Thereof to Be Applied to the Purchase and Equipment of Cars.

Before the

Public Service Commission
of Maryland.

Case No. 1303.

The Commission, upon consideration of the foregoing application, being of opinion that the use of the capital to be secured by the issue of the above mentioned bonds is reasonably required for the corporate purposes set forth in said application; and it further appearing to the Commission that the sale of said bonds and the use of the proceeds for the purposes specified have been duly authorized by the parties to the Mortgage Deed of Trust and the lease and agreement bearing date September 15th, 1906, and in said application mentioned as evidenced by certified copies of resolutions of the boards of directors of The Maryland Electric Railways Company and The United Railways and Electric Company of Baltimore filed in these proceedings; and it further appearing that the said application has been duly advertised in accordance with the Order of the Commission passed on the 7th day of February, 1917,

IT IS, THEREFORE, This 16th day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the issue and sale by said The Maryland Electric Railways Company of Four Hundred and Fifty-seven Thousand Dollars (\$457,000.00) of its First Mortgage Five Per Cent Gold Sinking Fund Bonds—the proceeds to be applied to the purposes as in said application set forth—be and the same are hereby authorized and approved.

PROVIDED, That the said bonds shall not be sold to realize less than the amount set forth in said application, and it is

FURTHER Ordered, That said The Maryland Electric Railways Company file with the Commission within four months from the date of this Order, and quarterly thereafter until final disposition, sworn statements showing the disposition of the bond proceeds.

ORDER No. 3475.

In the Matter of The Petition of AUGUST BUTTION for a Hearing on His Application for the Operation of a Motor Vehicle for Public Use.	}	Before the Public Service Commission of Maryland. Case No. 1304.
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After due hearing in the above entitled matter, the Commission is of the opinion, in view of the evidence submitted, especially the fact that there are already two bus lines operating on regular schedule over a portion of the route proposed in the present application which provide reasonable service, and that an increase of competition would probably result, in time, to inferior service, that the necessity for an additional line on the Philadelphia Road between Eleventh Street, in Highlandtown, and Rosedale does not exist.

IT IS, THEREFORE, This 16th day of February, A. D., 1917, by the Public Service Commission of Maryland,

Ordered, That the petition and application of August Buttion in this case exhibited be, and the same are hereby, denied and dismissed.

ORDER No. 3477.

In the Matter of The Application of J. EDWIN HOOD for Permission to Discontinue His Motor Vehicle Service Between Ellicott City and Baltimore, Maryland.	}	
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J. Edwin Hood having applied to this Commission for permission to discontinue motor vehicle service heretofore furnished by him between Ellicott City and Baltimore, Maryland, upon the recommendation of the Transportation Expert of this Commission and after due consideration, it is this sixteenth day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That the discontinuance of said Motor Vehicle Service between Ellicott City and Baltimore, Maryland, be, and the same is hereby, permitted and approved.

ORDER No. 3479.

In the Matter of

The Joint Application of THE WESTERN UNION TELEGRAPH COMPANY and THE CUMBERLAND VALLEY RAILROAD COMPANY for the Approval of an Agreement Dated January Twentieth, 1917, for the Joint Use of a Single Line of Eleven Poles on Walnut Street in the City of Hagerstown, Maryland, in the Place of Two Lines of Poles Now Located on Said Walnut Street.

Before the
Public Service Commission
of Maryland.

Case No. 1306.

This case coming on to be heard after due notice published in compliance with the Order of this Commission passed February 12th, 1917, and the Commission having determined after hearing that the execution of the agreement referred to is necessary and convenient for the public service,

It Is, THEREFORE, This 20th day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the execution of said agreement dated January 20th, 1917, between The Western Union Telegraph Company and The Cumberland Valley Railroad Company for the joint use of a single line of eleven poles on Walnut Street, in the City of Hagerstown, Maryland, be and the same is hereby permitted and approved.

ORDER No. 3480.

In the Matter of

The Application of THE BALTIMORE AND OHIO RAILROAD COMPANY IN PENNSYLVANIA for Authority to Issue \$1,124,000.00 Par Value of Its Improvement Mortgage Bonds, Bearing Interest at the Rate of 5% Per Annum; Proceeds From the Sale of Said Bonds to Be Used in Liquidating Certain Lawful, Outstanding Obligations.

Before the
Public Service Commission
of Maryland.

Case No. 1307.

WHEREAS, The Baltimore and Ohio Railroad Company in Pennsylvania has applied to this Commission for authority to issue its bonds to the amount of \$1,124,000 (to be secured by a trust mortgage of its railroad

and property, situate in part in Allegany County, Maryland, and its franchises) for the purpose of paying off an existing indebtedness of said company, amounting to \$1,123,866.50, to The Baltimore and Ohio Railroad Company; and

WHEREAS, Said company appears to be indebted to The Baltimore and Ohio Railroad Company for advances made to it for the improvement and extension of its lines of railroad to said amount of \$1,123,866.50, in payment of which amount The Baltimore and Ohio Railroad Company has agreed to accept said \$1,124,000 of bonds at par, bearing interest at the rate of 5% per annum and maturing December 1, 1995, and to be deposited with the Trustees of certain of The Baltimore and Ohio Railroad Company's mortgages as further security, as set forth in the trust mortgage hereinbefore first mentioned, and

WHEREAS, After due hearing, the Commission is of opinion that the issuance, as aforesaid, of said \$1,124,000 of bonds is reasonably required for the purposes of said company, to wit, the payment of said indebtedness,

IT IS, THEREFORE, This twentieth day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That said The Baltimore and Ohio Railroad Company in Pennsylvania be, and is hereby, authorized to issue its bonds to the amount of \$1,124,000 as aforesaid.

2. That upon issuing said bonds and making application thereof to the payment of said indebtedness, the said The Baltimore and Ohio Railroad Company in Pennsylvania shall report said facts to this Commission, duly verified by the proper affidavit or affidavits.

ORDER No. 3481.

In the Matter of

The Complaint of PUBLIC SERVICE COMMISSION OF MARYLAND

vs.

THE HOME ELECTRIC LIGHT COMPANY OF LONA CONING, ALLEGANY COUNTY, an Electrical Corporation, With Respect to Its Refusal or Failure to File a Proper Amended Tariff Schedule of Its Rates and Charges With the Commission.

Before the

Public Service Commission
of Maryland.

Case No. 1234.

WHEREAS, The Home Electric Light Company of Lonaconing, Allegany County, having this day filed with the Commission a proper amended tariff

schedule of its rates and charges, thereby satisfying the complaint of the Public Service Commission of Maryland,

IT IS, THEREFORE, This 21st day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3483.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of Nine Poles on the Property of the Sydenham Hospital East of 26th Street and North of Eastern Avenue, in Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1309.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this 21st day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

OPINION.

In the Matter of
The Application of THE ROGNEL HEIGHTS
WATER COMPANY for an Order Permitting
and Approving the Exercise of Its Fran-
chise, and for Authority to Issue Its Capi-
tal Stock in the Amount of \$15,000, Par
Value, and Its First Mortgage Bonds in
the Amount of \$10,000, Par Value.

Before the
Public Service Commission
of Maryland.

Case No. 1286.

Appearances:

JOHN PHILIP HILL, for Applicant.

LAIRD, Commissioner.

February 23rd, 1917.

The Rognel Heights Water Company was incorporated on the 3rd of January, 1916, under the provisions of the general incorporation laws of the State of Maryland. Prior thereto William T. Pfeiffer had operated a water plant to supply a sub-division called Rognel Heights, which had been developed by him and in which a number of houses had been built. Mains were laid to cover nearly the entire sub-division. The water was obtained from springs located on a somewhat isolated part of the land, collecting reservoirs were constructed, a pumping station installed, and a stand pipe erected on the highest point of the land, into which the water was pumped from the collecting reservoirs. In addition to supplying water to the houses on the premises, Mr. Pfeiffer conducted the business of selling bottled water to customers in Baltimore City, which abuts upon the eastern boundary of Rognel Heights. The revenue from bottled water was, and continues to be, much greater than the revenue from the service to consumers through the distribution system.

The purpose and objects of the corporation are: "To carry on the business of a water works company in all its branches; to furnish water for all purposes and to collect payment or rentals for the same; to acquire water by purchase, contract, development or otherwise; to sink artesian and other wells and shafts, and to make, enlarge, build and construct, lay down and maintain reservoirs, water works, pumping stations, filters, culverts, mains and other pipes, valves, hydrants and other appliances, and to execute and do all other works and things necessary or convenient for obtaining, selling, delivering, measuring and distributing water."

On the 25th of February, 1916, the company filed its application with the Commission (Case No. 1067) praying for an order permitting and approving the exercise of its franchise and for authority to issue stock and bonds to pay for the water works and business theretofore operated and conducted by Pfeiffer, under the terms of an agreement between him and the company filed with the application. It is unnecessary to enter into the particulars of those transactions, because, upon the intimation of the Commis-

sion that it had no jurisdiction over the business of selling bottled water, and that it was proposed to convey to the company more land than was necessary for the public service, the application was withdrawn. They are referred to here principally in order to show the conditions existing at the time the present application was filed, and in part to explain some of the steps in these proceedings.

The application in the present case, filed January 22, 1917, proposed a new plan, by which the lot containing the pumping station and other buildings, the entire distribution system, the standpipe and lot on which it is erected, and all the rights and property of Pfeiffer in the streets of Rognel Heights and in some adjacent properties, are to be conveyed to the Water Company. The agreement filed with the application contained, also, the following provision: "It is further agreed that he will grant to The Rognel Heights Water Company (for so long as it shall maintain its present source of supply) the right to maintain the wells and reservoirs now existing in the five and one-half acres of ground adjacent to the one acre of ground upon which is located the pumping station."

For these properties and rights Pfeiffer was to receive capital stock in the amount of \$14,700.00 (\$300.00 of an authorized issue of \$15,000 having been sold for cash), and \$10,000.00 in bonds of the company to be secured by a mortgage upon all of its property; he also agreeing to pay in cash \$350.00 as working capital.

A further provision of the agreement follows: "It is agreed by said William T. Pfeiffer and the said The Rognel Heights Water Company, that in consideration of \$150.00 monthly, payable in advance, by the said Pfeiffer to the said Water Company, the said The Rognel Heights Water Company shall allow said William T. Pfeiffer to continue his said bottle water business as at present conducted and to take from said water supply all the water that he may require for bottling and sale in his said bottling business, and in connection with said business to continue the privileges and rights, as they now exist, or may be from time to time mutually agreed upon, for the period of twenty years."

At the hearing, held January 30, 1916, the Commission insisted upon certain changes in the agreement between Pfeiffer and the Water Company, for the reasons: That under the plan as outlined in the papers and developed in the testimony, the interests of the public which the company professes to serve are not sufficiently protected, in that,

1. The water supply is left in the ownership of Pfeiffer, with the right to draw upon it to an unlimited extent in order to maintain his private business of selling bottled water, thus subordinating the obligations of the corporation and the service of the public to the personal advantage of the grantor.

2. In the sub-division of Rognel Heights there are now sixty-four houses connected with the water system of Pfeiffer, and sixty-eight unimproved lots, and there is a considerable area of undeveloped land within the territory which the company professes to serve. While, under existing conditions, the present consumers might have an adequate supply of water, there

is no assurance that, with Pfeiffer exercising his rights for bottling purposes, a large number of additional consumers would be properly taken care of.

3. The financial scheme makes no provision for extensions and equipment which would be necessary to supply the territory which the company professes to serve. Rognel Heights, as platted, is fairly well covered with mains, but even there some extension will ultimately be needed, and beyond it the entire area must be equipped.

It was therefore suggested that the agreement be reformed and an amended application be filed, to cure these defects. The suggestion was promptly and cheerfully acquiesced in. The amended application, filed February 9, 1917, asks for permission and approval of the exercise of the company's franchise; for approval of the purchase by the company of the plant as it now exists, the land containing the pumping station shop, standpipe and springs and reservoirs, the material and miscellaneous property on hand, furniture and fixtures, and the easements and exclusive rights of way now owned by said Pfeiffer and necessary for the uses and purposes of said Water Company, as well as the good will of the business and the sum of three hundred and fifty dollars as working capital; and for authority to issue in payment therefor its capital stock in the amount of fourteen thousand and seven hundred dollars and its first mortgage bonds in the amount of fifteen thousand dollars, said bonds being part of an authorized issue of thirty thousand dollars, payable in forty years from date, bearing interest at the rate of five per centum per annum, payable semi-annually, and secured by mortgage upon the properties of the company.

The agreement of sale, as amended (File No. 19) contains a clause which permits Mr. Pfeiffer to continue the business of selling bottled water under conditions, said clause, after certain recitals being as follows: "It is agreed by said William T. Pfeiffer and the said The Rognel Heights Water Company, that in consideration of \$150.00 monthly, payable in advance, by the said Pfeiffer to the said Water Company, the said Rognel Heights Water Company shall allow said William T. Pfeiffer to continue his said bottle water business as at present conducted and to take from said water supply all the water that he may require for bottling and sale in his said bottling business in so far as the exercise of this privilege shall not interfere with the public supply (it being understood, however, that the company agrees to exercise every precaution to maintain its supply in sufficient quantity and quality), and in connection with said business to continue the privileges and rights, as they now exist, or may be from time to time mutually agreed upon, for the period of twenty years."

The Chief Engineer of the Commission found the value of the plant, exclusive of land, to be \$15,754.00, which value the Commission adopts. The value of the six and one-half acres of land containing all of the springs, wells, reservoirs, pumping station and shops, and the lot upon which the standpipe or tank is located, together with the good will and intangible assets, and the exclusive rights to use the streets in Rognel Heights and adjacent territory (which represent a cash outlay of \$500.00), Mr. Pfeiffer

fixes at the sum of \$13,946.00. From the evidence in the case, the Commission considers this value a reasonable one. This brings the total purchase price up to \$29,700.00. In addition Mr. Pfeiffer will, as previously stated, furnish the company with initial working capital to the amount of \$350.00.

For a time the receipts from the water works and the bottled water business have been kept separate, and it is therefore possible to reach a fair approximation of the ability of the company to meet its obligations to the public and to its creditors.

Receipts from customers.....	\$1,300.00
" " fire hydrants.....	100.00
" " bottled water.....	1,800.00

Expenses:	\$3,200.00
Management.....	\$1,200.00
Taxes, Insurance, etc.....	100.00
Fuel and Oil.....	180.00
Repairs.....	60.00
	<u>1,540.00</u>

Net operating revenue.....	\$1,660.00
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Deductions:	
Interest on \$15,000.00 bonds at 5%.....	\$750.00
Depreciation.....	300.00
	<u>1,050.00</u>

Available for dividend or other corporate purposes	\$610.00
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With a provision in the mortgage for capital that may be needed from time to time for the extension and betterment of the company's facilities, and the public interests reasonably protected, we think the application of the company should be granted. An order will be entered accordingly.

ORDER No. 3484.

In the Matter of

The Application of THE ROGNEL HEIGHTS WATER COMPANY for an Order Permitting and Approving the Exercise of Its Franchise, and for Authority to Issue Its Capital Stock in the Amount of \$15,000, Par Value, and Its First Mortgage Bonds in the Amount of \$10,000, Par Value.

Before the
Public Service Commission
of Maryland.

Case No. 1286.

This case coming on in due course upon application and exhibits filed and having been duly heard and submitted by the applicant. and full investiga-

tion of the matters and things involved having been had, and the Commission having, on the date hereof, filed an opinion containing its findings of fact and conclusions thereon, which said opinion is hereby referred to and made a part hereof:

It Is, This 23rd day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the exercise by The Rognel Heights Water Company of its franchise granted by its charter (File No. 4 in Case No. 1067), is hereby permitted and approved, the Commission having determined that the exercise of such franchise is convenient for the public service.

2. The purchase by said The Rognel Heights Water Company from William T. Pfeiffer of the water plant at Rognel Heights, in Baltimore County, heretofore operated by him and the rights and privileges and franchises thereto appertaining, and fully described in said application and in the agreement of sale (File No. 19) and in other exhibits filed in these proceedings, at and for the sum of twenty-nine thousand and seven hundred dollars (\$29,700.00), is hereby approved.

3. That in payment for the property, rights and privileges and franchises aforesaid, the said The Rognel Heights Water Company is hereby authorized to issue to the said William T. Pfeiffer, its capital stock, at the face value thereof, in the amount of fourteen thousand and seven hundred dollars (\$14,700.00), and also its first mortgage five per cent bonds, at the face value thereof, in the amount of fifteen thousand dollars (\$15,000.00), said bonds being part of an authorized issue of thirty thousand dollars (\$30,000.00) secured by mortgage upon the property, rights, privileges and franchises of said company, the Commission being of the opinion that the use of the capital to be secured by said issue of stock and bonds is reasonably required for the said purposes of The Rognel Heights Water Company, to wit, the acquisition of property.

4. That said The Rognel Heights Water Company is hereby authorized to issue and sell at par for cash, the remaining three shares of its capital stock, the Commission being of the opinion that the capital to be secured thereby is reasonably required for appropriate corporate purposes, to wit, the acquisition of property and the construction, completion, extension and improvement of its facilities.

5. That said The Rognel Heights Water Company shall make reports, duly verified by affidavit, to this Commission as follows:

(a) Upon the sale for cash of its stock authorized as aforesaid, and upon the issue and delivery of stock and bonds to William T. Pfeiffer, as hereby authorized, the fact of such sale, the terms and conditions thereof and the amount realized therefrom, and the fact of such issue and delivery to the said William T. Pfeiffer.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of the stock sold and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of its facilities.

ORDER No. 3487.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of One Pole Located on the West Side of Bayard Street, 81 Feet North of the North Building Line of Russell Street in Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1311.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-seventh day of February, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3488.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff P. S. C. Md. No. 865.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 394.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 28th day of February, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff P. S. C. Md. No. 865, said

tariff to become effective not earlier than March 12th, 1917, and to supersede petitioner's freight tariff P. S. C. Md. No. 860, filed with the Commission to become effective on said date; said tariff P. S. C. Md. No. 865 to correct clerical errors appearing in said tariff P. S. C. Md. No. 860, as more specifically set forth in petition filed herein.

PROVIDED, Said tariff be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3488 of date February 28th, 1917."

ORDER No. 3489.

In the Matter of	}	Before the
The Complaint of CHARLES A. HUDON		Public Service Commission
vs.		of Maryland.
CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE.		Case No. 1296.

After careful consideration of the evidence adduced in this case, at the hearing held February 23, 1917, and the rules and regulations of the Consolidated Gas Electric Light and Power Company of Baltimore prescribed by the Commission in its order of September 4, 1913, the Commission finds that it is the duty of the defendant company to run its service loop from its pole in the alley in the rear of premises No. 736 Monroe Street, to its (the company's) brackets, located at the most convenient point on the outside of complainant's building (said No. 736 Monroe Street), not less than fourteen feet from the ground, which point is indicated by the brackets shown in the photograph (File No. 40) filed in these proceedings. From said point, the complainant, Charles A. Hudon, should, at his own expense, install such wiring as may be necessary to make the proper connection with the electric meter located on said premises, such installation to be in accordance with the rules and regulations prescribed by the Building Inspector of Baltimore City, and duly certified by him or by some person duly authorized by him to certify the same.

IT IS, THEREFORE, This 28th day of February, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That upon the completion of the installation to be made by the said Charles A. Hudon and the certification thereof by the proper officer of Baltimore City, as above set forth, the Consolidated Gas, Electric Light and Power Company of Baltimore shall forthwith make and install the necessary loop and furnish electric service to the said Charles A. Hudon.

ORDER No. 3498.

In the Matter of

The Application of THE UNITED RAILWAYS
AND ELECTRIC COMPANY OF BALTIMORE for
an Order Permitting and Approving the
Exercise of a Franchise Granted It by
Mayor and City Council of Baltimore
Under the Terms and Provisions of Ordinance No. 227, Passed February 21st, 1917, Authorizing Said Company to Construct, Maintain and Operate Certain Connecting Curves and Tracks in the City of Baltimore.

Before the
Public Service Commission
of Maryland.

Case No. 1310.

This case coming on to be heard after due notice published in compliance with the Order of this Commission, passed February 26th, 1917, and no protests thereto having been made, and the Commission having determined after hearing that the exercise of said franchise and the construction of the connecting curves and tracks mentioned in said application is convenient for the public service,

IT IS, THEREFORE, This 6th day of March, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Commission is hereby given:

(1) To the acceptance and exercise by The United Railways and Electric Company of Baltimore of Ordinance No. 227, of the Mayor and City Council of Baltimore, approved February 21st, 1917, of the rights and franchises thereby granted to said corporation, to wit:

"To construct, maintain and operate curves, switches and tracks, with the necessary poles, wires and overhead construction, to connect its lines at the following points: At North and Madison avenue, double track curves around the southwest corner, connecting the existing tracks on North avenue with the existing tracks on Madison avenue; at Eutaw and Franklin streets, double track curves around the northeast corner, connecting the existing tracks on Eutaw street with the existing tracks on Franklin street; at Franklin street and Park avenue, a single track curve around the southwest corner, connecting the eastbound track on Franklin street with the southbound track on Park avenue; at Liberty and Lombard streets a single track curve around the northeast corner, connecting the southbound track on Liberty street with the existing single track on Lombard street; at German and Liberty streets, a single track curve around the northeast corner, connecting the westbound track on German street with the northbound track on Liberty street; at North and Pennsylvania avenue, double track curves around the northeast corner, connecting the existing tracks on

North avenue with the existing tracks on Pennsylvania avenue; at Charles and Lee streets, double tracks curves around the southwest corner, connecting the existing tracks on Charles street with the existing tracks on Lee street; and to operate and maintain an electric railway thereover." Said franchise to be exercised in accordance with the provisions of said ordinance in every particular, a copy of which is filed in these proceedings marked "Exhibit A."

ORDER No. 3502.

In the Matter of

The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 388.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 395.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 9th day of March, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 388, changing Item 287-B of said tariff GO—P. S. C. Md. No. 388, as amended by Supplement No. 17 thereto, to apply on milk, condensed, or evaporated (liquid) in metal cans in crates, barrels or boxes, or in bulk in barrels,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3502 of date March 9th, 1917."

ORDER No. 3503.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement With THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE for the Sale by the Former to the Latter of One Pole on Summit Avenue, District No. 1, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1320.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twelfth day of March, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3505.

In the Matter of

The Application of THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE for an Order Permitting and Approving the Exercise of a Franchise Granted It by the County Commissioners of Baltimore County, Maryland, to Construct, Maintain and Operate a Single Track Railway on Pratt Street With Connections With Its Tracks on Seventh and Eighth Streets and Its Property on the North Side of Said Pratt Street.

Before the
Public Service Commission
of Maryland.

Case No. 1314.

This case coming on to be heard after due notice published in compliance with the Order of this Commission passed March 5th, 1917, and no pro-

tests thereto having been made, and the Commission having determined after hearing that the exercise of said franchise and the construction of the street railway mentioned in said application is convenient for the public service,

It Is, THEREFORE, This 13th day of March, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Commission is hereby given:

To the acceptance and exercise by The United Railways and Electric Company of Baltimore of a grant from the County Commissioners of Baltimore County, under date of February 1st, 1917, of the rights and franchise thereby granted to said corporation, to wit:

"To construct and maintain, lay down and operate a single track railway to be operated by electricity or other improved motive power other than steam, with the necessary overhead wires and overhead construction, on Pratt street, in Baltimore County, between Seventh and Eighth streets, and to construct curves from the proposed track into the Railway Company's property on the north side of Pratt street, and to operate cars thereon," all as shown by the Agreement and plat heretofore filed with the Commission in these proceedings. Said franchise to be exercised in accordance with the provisions of said grant in every particular.

ORDER No. 3506.

In the Matter of

The Joint Application of the EASTERN SHORE
GAS AND ELECTRIC COMPANY and THE
PENINSULAR LIGHT AND POWER COMPANY
for Leave to Enter Into an Operating
Agreement.

Before the
Public Service Commission
of Maryland.

Case No. 1315.

WHEREAS, The Eastern Shore Gas and Electric Company and The Peninsular Light and Power Company have made application to the Commission for authority to enter into an agreement between said companies, effective as of August 1st, 1916, whereby the said Eastern Shore Gas and Electric Company is authorized to operate the electric light and power system of the said The Peninsular Light and Power Company and whereby the said The Peninsular Light and Power Company agrees to pay to the said Eastern Shore Gas and Electric Company for the operation of said system, and

WHEREAS, This case coming on to be heard after due notice published in compliance with order of this Commission passed the fifth day of March,

1917, and no protests thereto having been made, and the Commission having determined after hearing that said agreement is reasonable and proper and should be authorized;

IT IS, THEREFORE, This 13th day of March, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the said Eastern Shore Gas and Electric Company and the said The Peninsular Light and Power Company are hereby authorized to enter into an agreement for the purpose hereinbefore set forth; said agreement to be in accord with copy of proposed agreement filed in these proceedings, and, notwithstanding the date of the actual execution of said contract or agreement, the same shall be treated as having been in full force and effect since August 1st, 1916.

ORDER No. 3511.

In the Matter of	}	Before the
The Application of O. B. CATLIN for a Per-		Public Service Commission
mit for the Operation of a Motor Vehicle		of Maryland.
for Public Use.		Case No. 1318.

WHEREAS, O. B. Catlin having made application to this Commission for a permit for the operation of a motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3500 passed March 8th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience do not require the granting of said permit but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 15th day of March, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of O. B. Catlin in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3512.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and SEWELL W. HUMPHREYS, ET AL., Trading as RIVER ROAD TELEPHONE COMPANY, for the Approval of an Agreement Dated January 11th, 1917, for the Sale by the Latter to the Former of Five Poles Located on River Road, District No. 9, Wicomico County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1322.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fifteenth day of March, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3513.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated February 5th, 1917, for the Sale by the Former to the Latter of Five Poles Located in District No. 12, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1323.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fifteenth day of March, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3514.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and MORGAN CREEK TELEPHONE COMPANY for the Approval of an Agreement Dated February 9th, 1917, for the Sale by the Latter to the Former of 158 Poles and 3 Anchor Guys Located on Chestertown and Millington Road Northeast-erly From Chestertown—Galena Road, Districts Nos. 2 and 4, Kent County, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1324.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fifteenth day of March, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3515.

In the Matter of

The Application of THE STONY CREEK
STEAMBOAT COMPANY for Authority to
Issue \$10,000.00 Par Value of Its Common
Stock and for Authority to Sell Its
Steamer Severn.

Before the
Public Service Commission
of Maryland.

Case No. 1319.

Upon the application and petition of The Stony Creek Steamboat Company, a corporation under the laws of the State of Maryland, for authority to sell and issue One Thousand (1,000) shares of its capital stock at par for cash and to use the proceeds of such sale to purchase and improve a steamer for the purposes of said corporation, and for authority to sell the steamer "Severn," and purchase the steamer "Huntington," it is this sixteenth day of March, 1917, after due hearing by the Public Service Commission of Maryland,

Ordered, First. That the issue and sale by The Stony Creek Steamboat Company at par for cash of One Thousand (1000) shares of its common capital stock, being the whole of the common capital stock of said corporation remaining in its treasury be, and the same is hereby authorized, the Commission being of the opinion that the capital to be secured by said issue of stock is reasonably required for the proper purposes of said corporation.

Second. That said corporation be, and it is hereby authorized to negotiate a sale of the steamer "Severn" now belonging to it for a reasonable and fair price, not less than Nine Thousand Dollars (\$9,000.00), said Commission being of the opinion that the purposes of said corporation can be better carried out by a sale of said steamer and the purchase of a larger steamer as authorized by this order.

Third. That said corporation be and it is hereby authorized to purchase for cash the steamer "Huntington" from The Geo. W. Bush & Sons Company of Wilmington, Delaware, at and for the sum of Twenty-one Thousand Dollars (\$21,000.00) and to make the necessary alterations and improvements thereto, the Commission being of the opinion that the purchase of said steamer is reasonably necessary for the purposes and business of said corporation and the public service afforded by it.

Fourth. That said corporation shall make reports verified by affidavit to said Commission as follows:

(a) Upon the sale for cash of the stock, the sale of which is authorized by this order, or any part thereof, the fact of such sale or sales, and the terms and conditions thereof and the amount realized therefrom.

(b) Upon the sale of said steamer "Severn" as herein authorized, the fact of such sale and the terms and conditions thereof and the amount realized therefrom.

(c) At the termination of each and every period of six months from this order, the disposition and use made of the proceeds of said stock and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of its facilities.

ORDER No. 3516.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement Dated January 17th, 1917, for the Sale by the Former to the Latter of One Pole Located on Ethelwood Lane 42 Feet East of East Building Line of Frisby Street in Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the

Public Service Commission
of Maryland.

Case No. 1325.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this nineteenth day of March, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3520.

In the Matter of

The Investigation of the Regulations, Practices, Equipment and Services of THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE.

Before the

Public Service Commission
of Maryland.

Case No. 1123.

Upon application of The United Railways and Electric Company for an extension of time in which to install thermometers in its cars, under the terms and provisions of Order No. 3460 filed February 6th, 1917, in the above entitled matter and after consideration,

It is this twenty-third day of March, 1917, by the Public Service Commission of Maryland,

Ordered, That the time fixed in said Order No. 3460 for the installation of thermometers in the cars of said Railways Company be, and the same is hereby, extended from March 15th, 1917, to April 15th, 1917.

ORDER No. 3521.

In the Matter of

The Petition of **THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY** for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Revised Sheet No. 1, Section No. 6, of Petitioner's Tariff P. S. C. Md. No. 1.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 396.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 27th day of March, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Chesapeake and Potomac Telephone Company of Baltimore City to file and publish on one day's notice to the Commission and the public, revised Sheet No. 1, Section No. 6, of petitioner's tariff P. S. C. Md. No. 1, providing for a discount of fifty per centum (50%) to the Federal and State Governments,

PROVIDED, Said revised sheet be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said revised sheet shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3521 of date March 27th, 1917."

ORDER No. 3522.

In the Matter of

The Complaint of **EDWIN F. PYWELL**

vs.

NORTH BEACH RAILWAY COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1264.

WHEREAS, It appears from the papers filed in this case, and particularly from the letter of the Complainant filed herein on the date hereof, that the complaint has been satisfied;

IT IS, THEREFORE, This twenty-seventh day of March, 1917, by the Public Service Commission of Maryland,

Ordered, That said complaint be, and the same is hereby, dismissed.

ORDER No. 3524.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of One Pole Situated at the Northwest Corner of Cross and Briscoe Streets, in Baltimore City, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1327.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this 27th day of March, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3568.

In the Matter of

The Application of RALPH C. HOOD to Operate a Motor Vehicle Between Woodbine and Ellicott City.

Before the
Public Service Commission
of Maryland.

Case No. 1326.

WHEREAS, Ralph C. Hood having made application to this Commission for a permit for the operation of a motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3523 passed March 27, 1917, and it being the opinion and finding of the Commission after due hearing that

the public welfare and convenience do not require the granting of said permit but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 3rd day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Ralph C. Hood in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3569.

In the Matter of

The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 6 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 397.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 3rd day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on five days' notice to the Commission and the public, Supplement No. 6 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, providing following ratings for silo staves and rafters:

Silo Staves and Rafters:	L. C. L.	C. L.
Loose or in packages.....	4	..
Loose or in packages, C. L., min. wt. 34,000 lbs.. ..	..	6

Provided, Said supplement containing said ratings be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3569 of date April 3rd, 1917."

ORDER No. 3570.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement With THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Sale by the Former to the Latter of One Pole Situated on the Northeast Side of Sheep's Lane Northwest from the West Building Line of Retreat Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1332.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this third day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3571.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement With THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Sale by the Former to the Latter of One Pole Located on the Northeast Side of East Street Northwest of South Street, St. Denis, District No. 13, Baltimore County, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1333.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fourth day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3572.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated February 8th, 1917, for the Sale by the Former to the Latter of Three Poles Located on Private Property in the Rear of the 1900 Block Riggs Avenue, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1334.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fourth day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3573.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and HARPERS FERRY ELECTRIC LIGHT AND POWER COMPANY for the Approval of an Agreement Dated January 29th, 1917, for the Granting by the Former to the Latter Permission to Make 574 Attachments to 236 Poles in Frederick and Washington Counties, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1917, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1335.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fourth day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3576.

In the Matter of

The Application of THE BALTIMORE AND OHIO RAILROAD COMPANY for Authority to Issue \$10,000,000.00 of Its 4½% Equipment Trust Certificates of 1917.

Before the
Public Service Commission
of Maryland.

Case No. 1328.

WHEREAS, The Baltimore and Ohio Railroad Company has filed with this Commission an application or report from which it appears that said company, in order to provide additional equipment required for use upon its line of railroad in Maryland and in other states through which its lines of railroad extend, proposes to make an agreement with Thomas S. Hopkins, James Cheston, Jr., and William F. Lester, and Girard Trust Company, of Philadelphia, Trustee, providing for the acquisition of said equipment and the issuance by said Trustee of certain trust certificates representing an

interest in the Baltimore and Ohio Equipment Trust of 1917, the total amount to be issued not to exceed the sum of Ten Million Dollars (\$10,000,000.00), which certificates will bear the guaranty by the Railroad Company of the payment of the principal and dividends thereon at the rate of four and one-half per cent. per annum, said certificates being payable in 10 annual installments beginning April 1st, 1918, and said Trustee will execute a lease of said equipment to said Railroad Company by the terms of which said equipment, upon the payment of the principal of said certificates and dividends thereon and certain expenses, becomes the absolute property of said Railroad Company; and

WHEREAS, After due hearing the Commission being of the opinion that the issue and guarantee of said certificates are bona fide and for value, and reasonably required for the purpose of said corporation, to wit: the acquisition of property and the construction, completion, extension and improvement of the company's facilities,

IT IS, THEREFORE, This 5th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the issue of said Baltimore and Ohio Equipment Trust Certificates of 1917 and the guaranty thereof by The Baltimore and Ohio Railroad Company, as set forth in said form of agreement between Thomas S. Hopkins and others, and Girard Trust Company, Trustee, and said Railroad Company, and in said form of lease between Girard Trust Company, Trustee, and said Railroad Company, is hereby approved, and the said Baltimore and Ohio Railroad Company is hereby authorized to guarantee the payment of said certificates and the dividends thereon, as above set forth.

Ordered, FURTHER, That said The Baltimore and Ohio Railroad Company shall make report to this Commission, duly verified by affidavit, when the title to the property to be acquired through the issue of aforesaid certificates become vested in The Baltimore and Ohio Railroad Company, under the terms of agreement and lease aforesaid.

ORDER No. 3577.

In the Matter of

The Application of THE HAGERSTOWN AND
FREDERICK RAILWAY COMPANY Under Or-
der No. 1630 for the Approval of Specifi-
cations of Combination Passenger and
Baggage Motor Cars.

Before the
Public Service Commission
of Maryland.

Case No. 1336.

Upon petition of The Hagerstown and Frederick Railway Company and the exhibit filed therewith, and the report of the Chief Engineer of this Commission filed herein, it is this 5th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That The Hagerstown and Frederick Railway Company be, and it is hereby, authorized to place in service cars constructed according to the specifications filed as an exhibit with said petition, the same having been approved by the Commission.

FURTHER Ordered, That when the contract for said cars is executed, the said Company shall inform this Commission of the number and cost of cars so contracted for.

ORDER No. 3578.

In the Matter of

The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 412.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 398.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 7th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 412, establishing rate of 30 cents per 2,000 pounds, carload minimum weight 80,000 pounds, on ashes and cinders from Canton (Baltimore), Maryland, to Sollers, Maryland, in connection with the Baltimore and Sparrows Point Railroad,

PROVIDED, Said supplement containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3578 of date April 7th, 1917."

ORDER No. 3579.

In the Matter of

The Application of HARRY M. SCHNEBLY to Operate a Motor Vehicle Between Clearspring and Hagerstown, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1312.

WHEREAS, Harry C. Schnebly having made application to this Commission for a permit for the operation of a motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3490 passed March 1st, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said permit.

IT IS, THEREFORE, This 10th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Harry C. Schnebly in this case exhibited be, and the same is hereby granted and that the permit applied for be issued.

ORDER No. 3580.

In the Matter of	}	Before the
The Application of J. A. Towns for a Permit to Operate an Additional Motor Vehicle Between Hagerstown and Hancock, Maryland, for Public Use.		Public Service Commission of Maryland.
		Case No. 1329.

WHEREAS, J. A. Towns having made application to this Commission for a permit for the operation of an additional motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3564 passed April 2nd, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said permit,

IT IS, THEREFORE, This 10th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of J. A. Towns in this case exhibited be, and the same is hereby granted, and that the permit applied for be issued.

ORDER No. 3581.

In the Matter of	}	Before the
The Application of LEWIS H. BLAIR for a Permit for the Operation of a Motor Vehicle for Public Use Between Clearspring and Hagerstown.		Public Service Commission of Maryland.
		Case No. 1330.

WHEREAS, Lewis H. Blair having made application to this Commission for a permit for the operation of a motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3565 passed April 2nd, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said permit,

IT IS, THEREFORE, This 10th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Lewis H. Blair in this case exhibited be, and the same is hereby granted and that the permit applied for be issued.

ORDER No. 3582.

In the Matter of	} Before the	
The Application of THE BALTIMORE TRANSIT		Public Service Commission
COMPANY for Permission to Change Its		of Maryland.
Present Route.	Case No. 1331.	

WHEREAS, The Baltimore Transit Company having made application to this Commission for permission to change the route over which it operates motor vehicles for public use, from its present route over Charles Street in the City of Baltimore over the entire route, to a route by which its motor vehicles would leave Charles Street at Franklin Street, and run thence over Franklin Street to Cathedral Street, thence over Cathedral Street to Madison Street, and thence over Madison Street to Charles Street, the remainder of said route to be as at present, and

WHEREAS, The application having this day come for hearing in accordance with this Commission's Order No. 3566 passed April 2nd, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience do not require the change in route as applied for but that on the contrary such change in route would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 10th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of The Baltimore Transit Company in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3585.

In the Matter of

The Petition of the Carriers Named in the Official Classification by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 6 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 399.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 11th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 6 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, extending the effective date of the requirement for construction of dome covers and valve setting at 25 pounds for all tank car shipments of inflammable liquids with flash points lower than 20° F. to July 1st, 1917,

Provided, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3585 of date April 11th, 1917."

ORDER No. 3586.

In the Matter of

W. D. ROE AND SON, Complainant,

vs.

PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY, Defendant.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 400.

REPARATION CLAIM \$12.80.

This is a petition filed by Philadelphia, Baltimore and Washington Railroad Company by E. P. Bates, its Assistant Freight Traffic Manager, on behalf of W. D. Roe and Son, complainant, for permission to refund unto

said complainant that portion of freight bill rendered and collected from said complainant by said railroad company which is in excess of a just and reasonable charge upon shipment of cob corn between points on defendant's line within the State of Maryland.

The petition sets forth that on November 1st, 1916, shipment was made by the complainant herein consigned to itself, over the railroad of the defendant company from Barclay, Maryland, to Sudlersville, Maryland, of one carload of cob corn weighing 37,040 pounds, on which was collected freight charges at sixth class rate of 5.3 cents per 100 pounds, subject to carload minimum weight of 40,000 pounds, as per defendant's freight tariff GO—P. S. C. Md. No. 328. Shipment was stored in granary at Sudlersville and subsequently re-shipped.

There was in effect at time this shipment moved rate of 2.1 cents per 100 pounds on grain, carload, to be stored in granary and re-shipped, to Sudlersville from Price, Maryland, and Centerville, Maryland, which points are in same direction and on same line of road and more distant than Barclay, thereby violating Section 19 of the Public Service Commission Law, as regards the greater charge demanded and collected for the shorter haul.

Defendant company filed with the Commission November 11th, 1916, effective November 13th, 1916, its local freight tariff EE—P. S. C. Md. No. 143, making rate on grain, carloads, minimum carload weight 40,000 pounds, from Barclay to Sudlersville, when to be stored in granary and re-shipped, 2.1 cents per 100 pounds.

The complainant claims and the defendant admits that the rate lawfully applicable at the time and over the route shipment moved was under all the circumstances and conditions then existing excessive and unreasonable, and that the rate of 2.1 cents per 100 pounds, as set forth in defendant's local freight tariff EE—P. S. C. Md. No. 143, would be a proper and reasonable rate to be applied to the shipment in question.

Upon consideration of the matter, it is this 11th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendant, said Philadelphia, Baltimore and Washington Railroad Company, is hereby authorized and empowered to refund unto the complainant, said W. D. Roe and Son, the sum of \$12.80, being the difference between the amount charged and collected, \$21.20, for the carload weighing 37,040 pounds, based on rate of 5.2 cents per 100 pounds and carload minimum weight of 40,000 pounds, and the amount properly chargeable, \$8.40, at the rate of 2.1 cents per 100 pounds and like carload minimum weight, as aforesaid, for the transportation of the shipment in question.

FURTHER Ordered, That unless otherwise ordered by this Commission the rate on cob corn, carloads, from Barclay, Maryland, to Sudlersville, Maryland, to be stored in granary and re-shipped, shall not exceed the rate contemporaneously in effect on same commodity under like restrictions from Price, Maryland, and/or Centerville, Maryland, for a period of one year from the date of this order.

ORDER No. 3587.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and HUGH L. BOND, ET AL., Trustees of CHESAPEAKE AND OHIO CANAL COMPANY, for the Approval of an Agreement Dated January 30th, 1917, by Which the Latter Grant Unto the Former Certain Right-of-Way Privileges in Montgomery, Frederick, Washington and Allegany Counties, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1339.

The above mentioned application having been received and filed, and the Commission being of the opinion that the approval of the agreement referred to in said application is convenient for the public service,

IT IS, THEREFORE, This eleventh day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the agreement between The Chesapeake and Potomac Telephone Company of Baltimore City and Hugh L. Bond, et al., Trustees of the Chesapeake and Ohio Canal Company, dated January 30th, 1917, copy of which is filed in this case, be, and the same is, hereby approved.

ORDER No. 3590.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and MAYOR AND CITY COUNCIL OF BALTIMORE for the Approval of an Agreement Dated March 3rd, 1917, Covering the Sale by the Latter to the Former of Six Poles on Private Property in the Rear of 1500 and 1600 Blocks Covington Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1340.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twelfth day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3591.

In the Matter of

The Petition of the CANTON RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Rate of 40 Cents Per 2,000 Pounds on Tankage From City Disposal Plant, Back River, Maryland, to Canton, Baltimore, Maryland, Routing Via Back River and Pennsylvania Railroad.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 401.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 12th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the Canton Railroad Company to file and publish on one day's notice to the Commission and the public, rate of 40 cents per 2,000 pounds on tankage from City Disposal Plant, Back River, Maryland, to Canton, Baltimore, Maryland, routing via Back River and Pennsylvania Railroad, this rate to apply only until such time as traffic can be moved by the Canton Railroad over its direct local route,

PROVIDED, Tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3591 of date April 12th, 1917."

ORDER No. 3593.

In the Matter of	}	Before the
The Application of NEW YORK, PHILADEL-		Public Service Commission
PHIA AND NORFOLK RAILROAD COMPANY		of Maryland.
for an Order Permitting and Approving		Case No. 1343.
the Change of Location of a Siding and		
the Construction of an Additional Siding		
on Its Property at Crisfield, Maryland.		

WHEREAS, It appears from the petition and exhibit filed in the above entitled matter that the proposed re-location and construction of sidings are necessary and convenient for the public service, and

WHEREAS, The matter is not one of such character as to require a hearing under the provisions set forth in Section 26 of the Public Service Commission law,

IT IS, THEREFORE, This sixteenth day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That the proposed re-location and construction be, and the same are hereby, permitted and approved.

ORDER No. 3596.

In the Matter of	}	Before the
The Application of THE ROLAND PARK WA-		Public Service Commission
TER COMPANY for an Order Permitting and		of Maryland.
Approving the Exercise of a Franchise		Case No. 1337.
Granted to It by the State Roads Com-		
mission of Maryland, Dated January 23rd,		
1917, to Lay Certain Mains on the Falls		
Road, in Baltimore County, Maryland.		

The application filed in this case coming on to be heard in pursuance of notice, and testimony having been taken and full investigation of the matter having been made,

IT IS, THEREFORE, This seventeenth day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the exercise of the franchise granted by the State Roads Commission to The Roland Park Water Company, dated January 23, 1917, to wit, "to lay a six-inch water main from the southeast corner of Falls

Road and Cold Spring Lane to the southwest corner of Falls Road and Melvale Avenue, a distance of seventy feet, also a four-inch main along the west side of Falls Road from the southwest corner of Melvale Avenue and Falls Road, in a northerly direction, in the west sidewalk space of Falls Road, for a distance of two hundred and ninety feet, the location of the proposed mains to be as shown on the blue print submitted by The Roland Park Water Company" (File No. 4 in these proceedings) be, and the same is hereby, permitted and approved, the Commission having determined, after due hearing, that the exercise of said franchise is necessary and convenient for the public service.

ORDER No. 3597.

In the Matter of

The Application of THE ROLAND PARK WATER COMPANY for an Order Permitting and Approving the Exercise of a Franchise Granted to It by the County Commissioners of Baltimore County, Maryland, to Lay Certain Water Mains on Cold Spring Lane in Said County.

Before the
Public Service Commission
of Maryland.

Case No. 1338.

The application in this case coming on to be heard in pursuance of notice, and testimony having been taken and full investigation of the matter having been made,

IT IS, THEREFORE, This seventeenth day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the exercise of the franchise granted by County Commissioners of Baltimore to The Roland Park Water Company, dated March 20th, 1917, to wit, "to lay and maintain a four-inch water main from the southwest side of Cold Spring Lane and the center line of Lawrence Avenue, westwardly along the south side of Cold Spring Lane for a distance of one hundred and eighty (180) feet to a point opposite the center of Sunny Lane; and a six-inch water main from this point across Cold Spring Lane to the north side thereof, for a distance of about twenty-five (25) feet; thence continuing from the end of the four-inch main above described, along the south side of Cold Spring Lane, in westerly direction for a distance of about six hundred and fifty (650) feet, to the east side of Falls Road, in the Ninth District of Baltimore County, as shown on a blue print plan or sketch filed with said application in the office of the County Commissioners," (File No. 4 in these proceedings) be, and the same is hereby, permitted and approved, subject to the conditions, stipulations and agreements in said grant contained, the Commission having determined, after due hearing, that the exercise of said franchise is necessary and convenient for the public service.

ORDER No. 3601.

In the Matter of

The Petition of Railroads Operating Within the State of Maryland for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Tariffs Changing Demurrage Rates.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 402.

WHEREAS, This Commission by its Order No. 3258 entered on December 4th, 1916, Case No. 382 (S. N. & R. Docket) granted permission to railroads operating within the State of Maryland to file and publish on one day's notice to the Commission and the public tariffs increasing demurrage rate on cars from the then rate of \$1.00 per car per day to \$1.00 per car for the first day, \$2.00 per car for the second day, \$3.00 per car for the third day and \$5.00 per car per day for the fourth and each succeeding day, the increased rates established on less than statutory notice by authority of said order to expire May 1st, 1917, and

WHEREAS, Petition has now been made to this Commission to allow the filing of tariffs on less than statutory notice, providing demurrage rate of \$2.00 per car per day for each of the first five days and \$5.00 per car per day for the sixth and each succeeding day, and otherwise amending and changing the car demurrage rules as set forth in exhibits herein filed, said tariffs to become effective on May 1st, 1917, and to expire on May 1st, 1918, unless sooner canceled, changed or extended, and

WHEREAS, After due consideration it appears that in view of the heavy congestion of traffic and shortage of equipment the application of said railroads is reasonable and proper, and should be granted,

IT IS, THEREFORE, This 20th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the railroads operating within the State of Maryland to file and publish on five days' notice to the Commission and the public, tariffs providing demurrage rate of \$2.00 per car per day for each of the first five days and \$5.00 per car per day for the sixth and each succeeding day, and otherwise amending and changing the car and demurrage rules as set forth in exhibits herein filed, said tariffs to become effective on May 1st, 1917, and to expire on May 1st, 1918, unless sooner canceled, changed or extended.

PROVIDED, Tariffs containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3601 of date April 20th, 1917."

AND IT IS FURTHER **Ordered**, That by passing this Order the Public Service Commission is not to be taken as in any sense whatever approving the rates that may be filed under the authority of this Order, such rates being left as fully subject to investigation and correction on complaint or on the Commission's own motion under the provisions of the Public Service Commission Law as if this Order had never been passed.

ORDER No. 3602.

In the Matter of

The Application of NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY for an Order Permitting and Approving the Construction of a Private Siding for the Use of Blue Hen Canning Company of Dover, Delaware, One-Half Mile South of Delmar Station on Said Railroad.

Before the
Public Service Commission
of Maryland.

Case No. 1345.

WHEREAS, It appears from the petition and exhibit filed herein that the construction of the proposed siding is necessary and convenient for the public service, and

WHEREAS, The construction of said side track is not a matter of such character as to require the same to be set for hearing under the provisions of Section 26 of the Public Service Commission Law,

IT IS, THEREFORE, This twenty-third day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That the proposed construction as set forth in the above entitled matter, be, and it is hereby, permitted and approved.

ORDER No. 3603.

In the Matter of

The Application of JOHN T. HOPKINS for Permission to Add One Additional Round Trip to His Present Schedule Between Bel Air and Havre de Grace, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1344.

WHEREAS, John T. Hopkins having made application to this Commission for permission to add one additional round trip daily to his present schedule of motor vehicle operated for public use between Bel Air and Havre de Grace, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3594 passed April 16th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said application in so far as same seeks authority to operate one additional round trip on week days from Havre de Grace to Churchville and return and one additional round trip on Sundays from Havre de Grace to Bel Air and return, in accordance with schedule herein filed, and it being the further opinion and finding of the Commission that the public welfare and convenience do not require the granting of said application in so far as same seeks authority to operate one additional round trip on week days from Churchville to Bel Air and return but that on the contrary the granting of such application to the extent aforesaid would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 24th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the application of John T. Hopkins in this case exhibited, to the extent that same seeks authority to operate one additional round trip on week days of motor vehicle operated for public use from Havre de Grace to Churchville and return and one additional round trip on Sundays from Havre de Grace to Bel Air and return, in accordance with schedule herein filed, be and the same is hereby granted.

2. That the application of John T. Hopkins for permission to operate additional trips between points and on days other than as hereinbefore provided, be and the same is hereby refused and dismissed.

ORDER No. 3604.

In the Matter of
The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 387.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 403.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 24th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C.

Md. No. 387, establishing rate of \$1.26 per net ton on sand, carloads, from Canton Station, Baltimore, Maryland, to Owings Mills, Maryland,

PROVIDED, Said supplement containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission
of Maryland, Order No. 3604 of date April 24th, 1917."

ORDER No. 3617.

In the Matter of

The Application of PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY for an Order Permitting and Approving the Establishment of a Station and the Construction of a Suitable Building for the Accommodation of Passengers at the Intersection of Said Railroad With Edmondson Avenue, in the City of Baltimore, to Be Known as Edmondson Avenue Station, and for the Abandonment of Two Existing Stations, Known as Gwynn's Run Station and Lafayette Station, as Passenger Stations.

Before the

Public Service Commission
of Maryland.

Case No. 1190.

This case having been heard, after due notice published in compliance with Order No. 3041 of this Commission, passed September 22, 1916, and the Applicant having filed additional plans required by the Commission at the hearing, and the Commission having determined, after hearing and consideration of the Application and said plans, that the permission and approval asked for in the Petition originally filed herein, was proper, and that the granting thereof would be convenient for the public service, passed their Order No. 3313, dated December 22, 1916, in these proceedings; and the Commission having read and considered the further Petition of the Applicant in this case, filed on the 28th day of April, 1917, asking the permission and approval of the Commission to the change by the Applicant of its plans heretofore filed with the Commission in this matter in the particular, to wit, to construct an overhead bridge from its station on the South of its tracks at Edmondson Avenue over and across its tracks 3, 4 and 5 to the passenger platform or island to the Northward of its said station, and a stairway from said overhead bridge down to said passenger

platform, as shown in yellow lines on the blueprint plat filed with said Petition, marked "Applicant's Exhibit Supplemental"; and for the opening of its said Edmondson Avenue Station to its passengers on May 1, 1917; and for the use of crossovers over its tracks at grade for its passengers from one platform to the other at said Edmondson Avenue Station until said proposed overhead bridge and stairway shall be completed within thirty days from May 1, 1917; all for the reasons in said Petition stated; and after due consideration of said Petition and the plans for said overhead bridge and stairway, and the use of said cross-overs at grade in the manner proposed by the Petition, the Commission is of the opinion that the permission and approval asked for are proper, and that the granting of the same will be convenient for the public service,

It Is, THEREFORE, This 28th day of April, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Public Service Commission of Maryland is hereby given The Philadelphia, Baltimore and Washington Railroad Company to change the plans heretofore filed with the Commission in this matter in this particular only, to wit: to construct an overhead bridge over its tracks Nos. 3, 4 and 5 from its new station at Edmondson Avenue over to the passenger platform or island to the Northward of said station, and a stairway from said overhead bridge down to said passenger platform, as shown in yellow lines on the blueprint plat filed with Applicant's Petition on April 28, 1917, in this case, marked "Applicant's Exhibit Supplemental," in lieu of a stairway to said island or platform from Edmondson Avenue as shown on the plans heretofore filed; and to open its Edmondson Avenue Station to its passengers on May 1, 1917; and to use the cross-overs constructed for the purpose of passage of baggage across its tracks from one platform to the other at said station at grade with its said tracks for the passage of its passengers to and from said island or platform to the Northward of its tracks 3, 4 and 5 at said station, until the aforesaid overhead bridge and stairway are completed and ready for use only, which shall be within thirty days from the 1st day of May, 1917; provided the said The Philadelphia, Baltimore and Washington Railroad Company shall station a guard at said cross-overs to advise passengers when to cross to and from said platform or island by means of said cross-overs, and to look out for their safety.

ORDER No. 3618.

GARRISON BOULEVARD IMPROVEMENT
ASSOCIATION, ET AL.,

vs.

THE UNITED RAILWAYS AND ELECTRIC
COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1041.

WHEREAS, This Commission by its Order No. 3292 entered herein on December 20th, 1916, required that the respondent, The United Railways and Electric Company of Baltimore, should, as soon as practicable to secure franchise, special work and equipment, but not later than May 1st, 1917, operate and maintain street railway service over its lines as in said order described, and

WHEREAS, The United Railways and Electric Company of Baltimore has petitioned the Commission for an extension of time until June 10th, 1917, in which to start the operation of the street railway service required by the Commission's Order No. 3292 aforesaid, and

WHEREAS, The petition coming on to be heard in accordance with this Commission's Order No. 3610 passed April 26th, 1917, and it being the opinion and finding of the Commission after due hearing that the delivery of cars and special work ordered by the respondent have rendered it impracticable to place the service in operation within the time prescribed by the Commission's Order No. 3292,

IT IS, THEREFORE, This 30th day of April, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the time in which the respondent, The United Railways and Electric Company of Baltimore, shall place in operation the street railway service prescribed by the Commission's Order No. 3292 be and it is hereby extended to a date not later than June 10th, 1917.

ORDER No. 3620.

<p>In the Matter of</p> <p>The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 725.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 404.</p>
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 30th day of April, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 725, withdrawing the suspension directed against the cancelation of foundry flour published in Supplement No. 5 to said tariff P. S. C. Md. No. 725, which said cancelation now stands suspended until May 12th, 1917, and to eliminate the rates on foundry flour from any subsequent supplements to aforesaid tariff P. S. C. Md. No. 725;

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3620 of date April 30th, 1917."

ORDER No. 3622.

<p>In the Matter of</p> <p>The Application of THE LUSBY AUTOMOBILE COMPANY for an Order Permitting and Approving the Exercise of Its Franchise and for Authority to Issue One Hundred and Eighteen Shares of Its Capital Stock of the Par Value of Ten Dollars Per Share.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1346.</p>
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WHEREAS, The Lusby Automobile Company has applied to this Commission for an order permitting the exercise of its franchise granted it under its certificate of incorporation, a copy of which is filed in these proceedings,

and for authority to issue one hundred and eighteen (118) shares of its capital stock of the par value of Ten Dollars (\$10.00) per share; and

WHEREAS, The Commission, after due hearing, has determined that the exercise of said franchise is convenient for the public service, and that the issue of said capital stock is reasonably required for the purposes of said corporation;

IT IS, THEREFORE, This 1st day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the exercise by The Lusby Automobile Company of the franchise granted by the certificate of incorporation above referred to be, and the same hereby is, permitted and approved.

2. That the issue by said The Lusby Automobile Company of one hundred and eighteen (118) shares of its capital stock of the par value of Ten Dollars (\$10.00) per share for the acquisition of property and the construction, completion, extension and improvement of its facilities is hereby authorized and approved; said shares of stock to be issued to one Walter U. Lusby in payment for three automobiles and tools, parts and accessories thereto belonging, as more particularly described in application herein;

3. That said The Lusby Automobile Company shall make report to this Commission, duly verified by affidavit, upon the issue of its stock, authorized and approved as aforesaid, or any part thereof, showing the terms and conditions of such issue and the property thereby acquired.

ORDER No. 3623.

In the Matter of

The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 388.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 405.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 1st day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 388, withdrawing the suspension directed against the cancelation of foundry flour originally published in Supplement No. 4 to said tariff GO—P. S. C. Md. No. 388, which said cancelation now stands suspended until May 12th, 1917,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3623 of date May 1st, 1917."

ORDER No. 3624.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated February 20th, 1917, for the Sale by the Former to the Latter of 106 Poles Located on Aisquith Street, Etc., Baltimore, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1350.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this first day of May, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3627.

In the Matter of

Conference With Officials of Railroads and Other Common Carriers Respecting Increase in Maryland Intrastate Freight Rates.

Before the
Public Service Commission
of Maryland.

Case No. 1341.

WHEREAS, The Baltimore and Ohio Railroad Company, by A. W. Thompson, its Vice-President, has, on behalf of all railroads and certain water

transportation lines publishing Maryland intrastate freight rates, made application to this Commission for permission under Section 15 of the Public Service Commission Law to (1) file and publish upon not less than fifty (50) days' notice to the Commission and the public, special supplements to freight tariffs proposing to increase, effective July 1st, 1917, rates and charges which are in effect on said July 1st, 1917, but not thereafter, and (2) that the increased rates so filed may supersede and take the place of rates which shall have been filed with the Commission on or before the date hereof, to become effective on or before July 1st, 1917, even though such filed rates may not have remained in effect full thirty (30) days from the date when they became effective, and (3) that said carriers be authorized to cancel, upon thirty (30) days' notice to the Commission and the public, rates which shall have been filed with the Commission on or before the date hereof to become effective subsequent to June 1st, 1917, provided that such rates shall not have become effective, and (4) that such supplements may contain proposed changes in rates or charges that are held by outstanding Orders of the Commission, and

WHEREAS, The Interstate Commerce Commission has by its Special Permission No. 41750 entered on April 23d, 1917, temporarily waived certain provisions of that Commission's tariff Circular No. 18-A, which said tariff circular has been adopted by the Public Service Commission of Maryland to govern the construction and filing of tariff schedules filed with it, so as to permit carriers to file and publish supplements increasing existing rates and charges to become effective on July 1st, 1917, and

WHEREAS, It appears that said carriers desire to have said increased Maryland intrastate freight rates filed to become effective on the same date on which said increased interstate rates are filed to become effective, and to publish the increased Maryland intrastate freight rates in special supplements in form similar to that authorized by the Interstate Commerce Commission, for purposes of simplicity, and in order to avoid confusion incident to having two sets of tariffs in the hands of said carriers' agents at the same time, one for interstate and another for intrastate traffic, and

WHEREAS, After due consideration it appears that the application of said carriers is reasonable and proper, and should be granted.

IT IS, THEREFORE, This 2nd day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given to all common carriers in the State of Maryland, in whose behalf said application has been made to this Commission, to file and publish upon not less than fifty (50) days' notice to the Commission and the public, special supplements to freight tariffs proposing to increase, effective July 1st, 1917, rates and charges which are in effect on said July 1st, 1917, but not thereafter, said supplements to be in the form prescribed by the Interstate Commerce Commission in its Special Permission No. 41750 entered on April 23d, 1917, and to exclude from the proposed increase those commodities and services which are excepted by the aforesaid special permission of the Interstate Commerce Commission.

AND IT IS FURTHER **Ordered**, That the increased rates so filed may supersede and take the place of rates which shall have been filed with the Commission on or before the date hereof, to become effective on or before July 1st, 1917, even though such filed rates may not have remained in effect full thirty (30) days from the date when they became effective.

AND IT IS FURTHER **Ordered**, That said carriers be authorized to cancel, upon thirty (30) days' notice to the Commission and the public, rates which shall have been filed with the Commission on or before the date hereof to become effective subsequent to June 1st, 1917, provided that such rates, shall not have become effective.

IT IS FURTHER **Ordered**, That orders of the Commission heretofore entered requiring the maintenance of freight rates for specified periods, except as to switching rates within the City of Baltimore, as ordered and established by order entered by the Public Service Commission of Maryland on the 31st day of May, in the year 1912, in the matter of the complaint of the Baltimore Drug Exchange, et al., vs. The Baltimore Belt Railroad Company, et al., Case No. 95, be and the same are hereby modified so as to permit an increase not exceeding fifteen (15) per cent. in such rates so held by unexpired orders of this Commission.

PROVIDED, Said supplements shall be filed with the Commission upon the issuance of this order, and shall be published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3627, of date May 2d, 1917."

AND IT IS FURTHER **Ordered**, That by passing this order the Public Service Commission is not to be taken as in any sense whatever approving any rates that may be filed under the authority of this order; all such rates being left as fully subject to investigation and correction on complaint, or on the Commission's own motion under the provision of the Public Service Commission Law as if this order had never been passed.

ORDER No. 3629.

<p>In the Matter of</p> <p>The Application of NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY for an Order Permitting and Approving the Construction of an Additional Interchange Track on Its Property at Salisbury, Maryland.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1353.</p>
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WHEREAS, It appears from the petition and exhibit filed in this case that the proposed construction of an additional interchange track at Salisbury is convenient for the public service, and

WHEREAS, Said construction is not a matter of such character as to necessitate a hearing under the terms and provisions of Section 26 of the Public Service Commission Law,

IT IS, THEREFORE, This second day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That the construction of the proposed interchange track as set forth in the above entitled application be, and the same is hereby, permitted and approved.

ORDER No. 3631.

In the Matter of

C. A. GAMBRILL MANUFACTURING COMPANY,
Complainant,

vs.

PHILADELPHIA, BALTIMORE AND WASHINGTON
RAILROAD COMPANY

and

THE BALTIMORE AND OHIO RAILROAD
COMPANY, Defendants.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 406.

REPARATION CLAIM \$20.09.

This is a petition filed by the Philadelphia, Baltimore and Washington Railroad Company, by E. P. Bates, its Assistant Freight Traffic Manager, and joined in by The Baltimore and Ohio Railroad Company, by C. S. Wight, its General Freight Representative, on behalf of C. A. Gambrill Manufacturing Company, complainant, for permission to refund unto said complainant that portion of freight bill rendered and collected from said complainant by said railroad companies which is in excess of a just and reasonable charge upon shipment of flour between points on defendants' lines within the State of Maryland.

The petition sets forth that on May 7th, 1916, shipment was made; consigned to the complainant herein, over the railroads of the defendant companies and Western Maryland Railway from Westminster, Maryland, to Ellicott City, Maryland, of one carload of flour weighing 49,000 pounds on which was collected freight charges at combination rate of 14.1 cents per 100 pounds, made up of rates of 5.8 cents from Westminster to Fulton Junction over the Western Maryland Railway as per that company's tariff P. S. C. Md. No. 560 and 8.3 cents from Fulton Junction to Ellicott City as

per Supplement No. 3 to P. R. R. tariff GO—P. S. C. Md. No. 308. From Fulton Junction shipment moved over Philadelphia, Baltimore and Washington Railroad to Bay View, Baltimore, and thence over line of Baltimore and Ohio Railroad to destination.

There was in effect at time this shipment moved rate of 3.2 cents per 100 pounds on grain, carloads, from Fulton Junction to Ellicott City, as per P. R. R. tariff GO—P. S. C. Md. No. 340. Effective May 15th, 1916, this rate was made applicable to grain and grain products (including flour) by P. R. R. tariff GO—P. S. C. Md. No. 386, and on February 1st, 1917, this rate was advanced to 4.2 cents per 100 pounds, by Supplement No. 12 to said tariff. It is on basis of this present rate that carriers now make application to adjust.

The complainant claims and the defendants admit that the rate lawfully applicable at the time and over the route shipments moved was under all the circumstances and conditions then existing excessive and unreasonable, and that the rate of 4.2 cents per 100 pounds from Fulton Junction to Ellicott City, as set forth in Supplement No. 12 to P. R. R. tariff GO—P. S. C. Md. No. 386, would be a proper and reasonable rate to be applied to the shipment in question.

Upon consideration of the matter, it is this 4th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendants, said Philadelphia, Baltimore and Washington Railroad Company and said The Baltimore and Ohio Railroad Company are hereby authorized and empowered to refund unto the complainant, said C. A. Gambrill Manufacturing Company, the sum of \$20.09, being the difference between the amount charged and collected, \$69.09, for the shipment weighing 49,000 pounds based on rates of 5.8 cents per 100 pounds from Westminster to Fulton Junction and 8.3 cents from Fulton Junction to Ellicott City, and the amount properly chargeable, \$49.00, based on rates of 5.8 cents per 100 pounds from Westminster to Fulton Junction and 4.2 cents from Fulton Junction to Ellicott City, as aforesaid, for the transportation of the shipment in question.

FURTHER Ordered, that unless otherwise ordered by this Commission the rate on flour, carloads, from Fulton Junction, Maryland, to Ellicott City, Maryland, shall not exceed the rate contemporaneously in effect on grain, carloads, between same points for a period of one year from the date of this Order.

OPINION.

<p>In the Matter of</p> <p>The Complaint of A. N. DOBSON AND OTHERS</p> <p style="text-align: center;"><i>vs.</i></p> <p>THE KENSINGTON RAILWAY COMPANY OF MONTGOMERY COUNTY, MARYLAND.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1290.</p>
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Appearances:

WILSON S. TOWNSEND and J. DAWSON WILLIAMS for Complainants;
CHARLES C. WALLACE, TALBOTT AND PRETTYMAN and EDWARD F. COLLADAY for Respondent.

Hearings, March 9 and April 18, 1917. Decided May 5th. 1917.

LAIRD, Commissioner.

This case originates in protests entered against the schedule of rates filed by The Kensington Railway Company of Montgomery County, Maryland (hereinafter referred to as Kensington Company), on January 23, 1917—P. S. C. Md. No. 3, canceling P. S. C. Md. No. 2—which increases the fares on the lines of railway owned and operated by it in Montgomery County, Maryland. The specific changes affected by this schedule are given in detail hereafter in this opinion.

To this schedule protest was filed January 25, 1917, by A. N. Dobson, and later, protests were filed by R. H. Chappell, Frank J. Wisner and the Mayor and Town Council of the Town of Kensington. The Company declined to voluntarily suspend the effective date of the new schedule, and, as the Commission is not given power to suspend rates pending investigation, it became effective February 23, 1917. The matter to be determined is the reasonableness of these rates.

The answers of the Company to the protests of Dobson and the Mayor and Town Council of Kensington set up a number of defenses, the more important of which are the increased cost of maintenance and operation and the inability of the Kensington Company, under its former schedule of rates (P. S. C. Md. No. 2), to meet its obligations under the terms of an alleged lease of the tracks of the Sandy Spring Railway Company, under which, it is said, inter-company relations have existed since May 1, 1908. It is necessary to clear up this situation before discussing the reasonableness of the new rates (P. S. C. Md. No. 3).

By Chapter 624 of the Acts of 1902, approved April 11, 1902, there was incorporated the Montgomery Electric Light and Railway Company, with authority to "construct, lay down and operate a railway * * * begin-

ning at Chevy Chase Lake in Montgomery County, Maryland; thence to the town of Kensington; thence to Wheaton Post-Office; thence to Olney, and thence to Sandy Spring; and said corporation is hereby authorized to change said route or any portion thereof between the two terminals if it should find the same to be practicable or necessary."

By Section 5 it is provided: "Said corporation herein incorporated is hereby authorized to consolidate with such road or roads as it may cross or connect with, upon such terms as may be agreed upon between them, or said road may purchase, lease or sell to such connecting roads, or may be leased by them."

By Section 6 the capital stock is fixed at \$10,000, with power to increase it, and authority is given to issue bonds "in the event that the amount of capital stock subscribed proves insufficient to construct," etc.

By Chapter 154 of the Acts of 1906, approved April 23, 1906, the name of the corporation was changed to the "Sandy Spring Railway Company," and authority was given to extend the route from Sandy Spring to Ellicott City, in Howard County, at which point the Ellicott City line of the United Railways and Electric Company of Baltimore terminates. The Sandy Spring Railway Company will be referred to hereafter as the Sandy Spring Company.

The Kensington Company was incorporated August 12, 1902, under Article 23 of the Code of Public General Laws, with an authorized capital stock of \$25,000 divided into 250 shares of the par value of \$100 per share; and was organized for the purpose of purchasing, acquiring, constructing, maintaining and operating a railway "for the purpose of conveying, carrying and transporting passengers from a point known as Chevy Chase Lake in said (Montgomery) county, to the Town of Garrett Park, in said county, and to a point on the turnpike leading from Brookeville to the City of Washington, at or near Wheaton Post-Office, by and through the Town of Kensington in said county, and, if desired by and necessary for the purposes of said corporation, also to acquire by purchase or otherwise any existing railway on or along the aforesaid route, or any portion thereof, under the articles, conditions and provisions of the law of the State of Maryland, relating to railway and railroad companies." The principal office of the corporation is located in the Town of Kensington. According to the report of James F. Dunn, Jr., Auditor of the Commission, this company took over the road of the bankrupt Chevy Chase and Kensington Railway Company, which had been organized in 1895 under the Code of Public General Laws. Soon after its organization in 1902, the Kensington Company issued first mortgage bonds to the amount of \$15,000, bearing interest at the rate of five per centum and maturing in 1912. By agreement, the maturity of the bonds was afterwards extended to 1922.

On the 24th day of April, 1906, Robert H. Phillips purchased from B. H. Warner all (except qualifying shares) of the capital stock of Kensington Company, and, according to one account, assumed the payment of the \$15,000 bonds outstanding; but Mr. Phillips testified that he purchased from Warner the stock and bonds outright for the sum of \$10,800.00.

In 1909 Kensington Company executed a consolidated mortgage to secure an issue of \$35,000 of bonds, bearing interest at five per centum, and maturing in 1934. Of these bonds \$20,000 were instantly issued to Mr. Phillips and are now outstanding: the remaining \$15,000 are held by the trustee to redeem the \$15,000 purchased from Warner.

In the meantime the Sandy Spring Company had taken no steps to begin the construction of its line, and, apparently, had not perfected its organization. In 1906, about the time of his purchase of the stock and bonds of the Kensington Company, the organization of the Sandy Spring Company was effected and Mr. Phillips, according to his statement, subscribed to all, except qualifying shares, of its authorized capital stock. It does not appear that any books of the Sandy Spring Company were opened or that anything was paid for the stock except the services of Mr. Phillips and the material, and labor supplied by him from time to time in the construction of the road, which, in the course of nine years has been constructed for a distance of one and one-tenth miles.

It will be observed that the first two points mentioned in the proposed route of the Sandy Spring Company coincide with the first two points designated in the charter of the Kensington Company and with the whole of that road as finally constructed and operated.

In this state of affairs, the two corporations, under a verbal agreement entered into, it is claimed, in 1906, the terms of which are not clear, some time in the year 1908 began to make plans for the construction of the Sandy Spring road from the point, near the center of the Town of Kensington, to which the Kensington road had been completed, in the direction of Sandy Spring, a village about nine miles distant. This agreement has never been reduced to writing, and the only intimation of its terms we have is contained in the statement of the witness Phillips and in a memorandum inserted in the annual report of the Kensington Company for the year ending June 30, 1912 (see stenographer's record, File No. 47, page 41), as follows: "Minutes of stockholders' of Kensington Railway Company, June 25, 1912: Resolved, that the Board of Directors are hereby authorized to accept a lease of the Sandy Spring Railway Company trackage and property and to operate said trackage in accordance with terms of said lease, said lease to be dated May 1st, 1908."

"Minutes of the meeting of the Board of Directors of the Sandy Spring Railway Company held June 25, 1912: Resolved, that the lease for ninety-nine years of the Sandy Spring Railway Company track now built and hereafter to be built, to Kensington Railway Company, in consideration of the payment of the interest, taxes and maintenance charges and payment of the interest on the first mortgage bonds of said Sandy Spring Railway Company, now issued and hereinafter to be issued, and surplus, if any, to Sandy Spring Railway Company, is authorized and the attorney of the Company, Charles W. Prettyman, is requested to prepare said lease and have same executed and recorded."

Reference has been made to a minute of one of the companies passed in June, 1908, with respect to the lease, but it does not appear that reciprocal

action was taken by the other company, and in any event the action was taken after the enactment of section 184 of Article 23 of the Code, and is subject to the same disabilities as the joint action of June, 1912.

Prior to the date of these minutes Robert H. Phillips had acquired all of the stock, except qualifying shares, of the Sandy Spring Company and twenty thousand dollars of its bonds, some of the latter of which he subsequently sold, so that at the time of this action he was the practical owner of both properties, and as far as we know the directors and stockholders of the two companies were, with one or two exceptions, the same persons.

The Sandy Spring Company never made reports to this Commission, the reason therefor, as given by Mr. Phillips, being that it is a non-operating corporation and under the alleged lease the two roads have been considered as one concern and the current accounts kept by the Kensington Company cover all receipts and disbursements. No reliable construction account has been kept of the cost of the Sandy Spring Road. We are therefore in the dark as to the original cost of that road, and there is no way now of determining what proportion of gross revenue and of operating expense is properly chargeable to the Sandy Spring Company. It will be seen later, however, what effect the operation of the properties, as conducted under the alleged lease, has upon the financial stability, the rates and the service of the Kensington Company.

While by the terms of its charter the Sandy Spring Company's lines may be leased by a company whose lines connect with them, and under the provisions of the general law the Kensington Company is authorized to lease them, the provisions of law in relation to transactions of this character apply to both companies, and it does not appear that the requisite formalities with respect to such transactions have been complied with by either of these corporations in the present instance. Section 284 of Article 23 of the Code of Public Civil Laws (Bagby's), bearing on this subject provides: "The agreement-containing the terms and conditions of any proposed lease shall, after due approval of the board of directors of each company party thereto, be submitted to the stockholders of such one or more of said railroad companies as shall have been incorporated under the laws of this State, at either a special meeting thereof duly called in accordance with the charter and by-laws of the companies whereof they are stockholders for the consideration of the same, or at an annual meeting thereof, likewise duly called, and in the call for which it shall be stated that the said agreement will be considered at such meeting, and if approved by a vote of not less than three-fourths of the capital stock of such company or companies outstanding and entitled to vote, the said agreement shall then be executed by each of the parties thereto, and, when so executed, a copy thereof, duly certified by the secretary of each of the companies parties thereto under their respective corporate seals, shall be filed in the office of the Secretary of the State of Maryland, and upon such filing the said agreement and the lease thereby effected shall become and be in full force and operation in accordance with its terms."

The case, as stated, was submitted to the General Counsel of the Commission, who reached the conclusion that the verbal understanding of May 1, 1908, is entirely incapable of legal enforcement, and that a lease capable of enforcement cannot be deduced from the resolutions adopted by the stockholders of the Kensington Company and the directors of the Sandy Spring Company on June 25, 1912, not only because of the failure to comply with the provisions of section 284 of Article 23 of the Code, above quoted, but also because any lease executed in pursuance of the resolutions of June 25, 1912, requires the approval of the Public Service Commission under section 26 of the Public Service Commission Law. (See File No. 55.)

The Commission is in entire agreement with the opinion of its General Counsel, and it may be as well to state now that in view of the financial conditions existing in both of these corporations at this time, and, indeed from the inception of their inter-corporate relations, the Commission could not approve a lease upon the terms outlined in the resolutions of June 25, 1912. The main reason moving us to make this statement is the utter inability of the Kensington Company to meet the obligations imposed upon it by such a lease and at the same time maintain efficient service at reasonable rates upon its own line, where ninety per cent or more of the traffic originates and practically all of it moves.

We gather from the evidence that the method of proceeding was for Mr. Phillips, as the practical owner of the properties to go ahead with the work of constructing the Sandy Spring line as funds in hand permitted, and from time to time the directors authorized the issue of bonds to him upon his statement of the amount due for material and services rendered. In this manner there had been issued to him prior to June, 1916, \$20,000.00 of the Sandy Spring bonds. The combined receipts of the two roads, to which the Sandy Spring road contributed comparatively little, had from the beginning been insufficient to pay the interest on these bonds, and between May 1, 1908, and June 30, 1916, there had accumulated unpaid balances of interest and taxes amounting to \$7,647.38 (See File No. 51), which were charged up against the Kensington Company as a debt due to the Sandy Spring Company, and which had been carried on the books as "Rent of Tracks," in pursuance, we presume, of the alleged lease. It is obvious that this procedure, if continued, must lead to the bankruptcy of the Kensington Company without benefit to the Sandy Spring Company and to the manifest injury of the public most concerned. But the conditions are likely to grow worse. In July, 1916, an additional \$7,000.00 of Sandy Spring bonds were issued to Mr. Phillips, the greater part of which was in payment of over-due interest accumulated against the Kensington Company, thus increasing the annual charge on that account from \$1,000.00 to \$1,350.00, and it appears that interest upon this accumulation, carried as "interest on unfunded debt" is also charged up against the Kensington Company. (File No. 53.) Furthermore, the policy so far pursued of building by piecemeal, is universally recognized as the most expensive method of construction, and at the present rate of extension, nobody now alive will see the completion of the Sandy Spring road, and nobody can calculate

what the debt of the Kensington Company might ultimately be if the present policy is continued.

We do not intend by this to convey any criticism of the public along the projected road. The desire for lines of rapid transit is natural and commendable. But our observation has been that rural lines of electric railway are difficult to operate satisfactorily to the public or profitably to the owners within the revenues obtained. Expectations are seldom realized. This was true when this enterprise was actively undertaken. In the meantime a system of good public roads has been constructed, automobiles have multiplied many fold, and the outlook for electric railways has become dimmer from year to year.

Apart from the legal aspects of the subject, there is therefore abundant reason why the inter-company relations, as they have heretofore existed should be terminated; and provision for its termination will be made in the order to be passed in this case, inasmuch as, to quote from the General Counsel's opinion, "the two companies have no power under the laws of this State to continue to sustain the relations of lessor and lessee to each other without reducing the lease by which these relations are attempted to be evidenced to writing, and obtaining the approval of their respective stockholders, as required by section 284 of Article 23 of the Code of Public General Laws of Maryland, and the approval of the Public Service Commission, as well, as required by section 26 of the Public Service Commission Law."

In the briefs filed by the respondent company, stress is laid upon the fact that the tracks of the two companies form a continuous line; that they have been considered by the owner of them as one, the schedule of rates covering both properties; and that Mr. Phillips bought the Kensington line as the beginning of his project primarily to connect Sandy Spring with Washington City. It is argued from these premises that no technical advantage ought to be considered by the Commission which might affect the interest of either party. The Commission has no intention to employ technicalities to force or bolster up its conclusions; but there are aspects of the subject which counsel appear to have overlooked and which the Commission is not at liberty to disregard. The technicalities might be waived—the substantial and unfortunate facts should not be ignored.

We are bound to assume that in adopting the provisions of section 284 of Article 23 of the Code, the General Assembly had it in mind to prevent in the future practices which had grown up under previous corporation management and become injurious to the public interest, and also intended, by subjecting agreements of lease to the approval of the Public Service Commission to further safeguard the public against conditions which might impose undue burdens upon them. We cannot therefore escape the duty of inquiring into the effect which the alleged lease may have, if permitted to stand as a binding contract, upon the rates of the Kensington Company.

In one of the Company's briefs it is intimated that in the reports of the Company and in the controversies between it and its patrons heretofore passed upon by the Commission the most detailed inquiry was made into

the affairs of both companies, and that in both instances they were led to believe that they had substantially complied with all lawful demands upon them. The inferences which may be drawn from these statements would not be sustained by the facts. The resolutions of June 25, 1912, in the annual report may have misled the Commission into the assumption that the law had been complied with prior to the effective date of the Public Service Commission Law, but there is nothing in the records to show that the lease was the subject of particular inquiry and investigation in the Warner case, No. 714, or the Kensington Chamber of Commerce case, No. 954. The former case was for the purpose of establishing a through route and joint rates between the Capital Traction Company and Kensington Railway Company, and did not involve the lease in any way. The latter case was a protest against the increase of rates and the lease may have been mentioned, but it does not appear to have been considered by the Commission in reaching its conclusions. At all events, there is nothing in the records in those cases which is inconsistent with a definite opinion now as to the effect the lease has upon the rates of the Kensington Company where the bulk of the traffic originates.

Upon the other contention, that the owner of the stock of both companies has considered and operated them as one, it is only necessary to say, that while this is true for some purposes, such as operation and fares, considerable care has been exercised to keep them separate so far as the financial obligations of the Kensington Company to the Sandy Spring Company are concerned, and it is this latter feature which forces us to dispose of the lease as an important factor in this controversy.

Anxiety is expressed in both of the briefs filed by the defendants' counsel, that a ruling which relieved the Kensington Company from paying interest on the bonds of the Sandy Spring Company, would result in financial loss to Mr. Phillips, the owner of the properties. It goes without saying, that the Commission would exceedingly regret so untoward a result of its action. But we do not concede that such a result should necessarily follow. Section 23 of the Public Service Commission Law, which is referred to in one of defendants' briefs, makes provision for through routes and joint rates between common carriers whose lines form a continuous line of transportation. We see no reason why such an arrangement may not be worked out satisfactorily; and the Commission now tenders the services of its Engineering, Transportation, Rate and Accounting Departments to Mr. Phillips, without expense to him, if he desires their assistance in the premises.

It should also be borne in mind that extravagant, unnecessary or unwise expenditure of capital cannot properly be exacted from the public to be served, especially where, as in the present instance, the greater part of the public is saddled with a burden from which they derive no material benefit. However desirable and convenient the construction of the Sandy Spring road may be from the standpoint of the public along its route; there is nothing in the record to show that it will prove such a benefit to the town of Kensington or to the patrons of the Kensington road as to justify the

constant increase of rates on the latter road as must ensue in order to meet the obligations of the lease.

Other points are raised in the record, but as we view the case we do not consider it necessary to discuss them, and pass on to consideration of the reasonableness of the rates in schedule P. S. C. Md. No. 3. That schedule, compared with schedule P. S. C. Md. No. 2, which it is intended to supersede, appears in the following table which was compiled by Mr. Phillips and seems to be correct:

"P. S. C. Md. No. 3

Canceling P. S. C. Md. No. 2.

"Office of Kensington Railway Company,

"Kensington, Md., Jan. 22, 1917.

"To the Honorable Public Service Commission, Baltimore, Md.

"The Kensington Railway Company hereby submits a schedule of rates of fare on its line of railway extending from Chevy Chase Lake, Montgomery County, to Norris Station north of the town boundary of Kensington in said county as follows:

		RATE PER RIDE—CENTS				
				Old. Change.		
1	"Cash fare each way between Chevy Chase Lake and stations in North Chevy Chase (approx. 1¼ miles).....	5	5	5	0	
2	"Cash fare each way between Chevy Chase Lake and points from Rock Creek Bridge to north boundary of Kensington (approx. 3½ miles).....	7	7	5	2	I
3	"Cash fare each way between Chevy Chase Lake and stations north of Kensington (approx. 3¾ miles).....	8	8	10	2	D
4	"Round trip excursion tickets limited to use within five days in					
	5c cash fare section.....	8	4	5	1	D
5	7c cash fare section.....	12	6	5	1	I
6	8c cash fare section.....	14	7	7½	½	D
7	"Commutation tickets 12 rides limited to use by purchaser within 30 days in					
	5c cash fare section.....	40	3½	5	1½	D
8	7c cash fare section.....	60	5	4½	½	I
9	8c cash fare section.....	70	5½	7½	1½	D
10	"Commutation tickets 50 rides limited to use by purchaser within 60 days within					
	5c cash fare section.....	\$1.50	3	2	1	I
11	7c cash fare section.....	\$2.25	4½	4	½	I
12	8c cash fare section.....	\$2.50	5	5	no	
						change

"Small parcels 5c. Dogs, Bicycles, large parcels 10c, accepted for transportation solely at owner's risk and only when car platform space is available. Above schedule is to become effective, unless otherwise ordered by the Commission, on March 1, 1917, and is to cancel P. S. C. No. 2 of this company.

"I—Increase.

"D—Decrease."

It is necessary to a proper understanding to state that items 1, 4, 7 and 10 appear here for the first time in the Company's schedules. Heretofore passengers destined for North Chevy Chase paid the same fare as passengers destined for points as far as the north boundary of Kensington. In other words, there was a single zone to the last named point, in which all of the rates prevailed. Now a new five-cent zone is created from Chevy Chase Lake to Rock Creek Bridge, a distance of 1.02 (not $1\frac{1}{4}$) miles, with its separate round-trip and commutation rates. The permissible ride on a five-cent fare is reduced from 3.315 miles to 1.02 miles. The rate from Chevy Chase Lake to the north boundary of Kensington, including Hopkins' Store, the end of the Kensington road, which is 2.44 miles from the Lake, is increased from five cents to seven cents (40%), while the fare from the Lake to Norris Station, the end of construction of the Sandy Spring road is reduced from ten cents to eight cents (20%). One of the briefs filed by the defendant company undertakes to justify, or account for, this by saying, "The rates now in operation are based upon mileage and are substantially $2\frac{1}{2}$ cents per mile for single tickets down to $1\frac{3}{4}$ cents for fifty-ride tickets, which is the lowest rate existing at the present time upon railroads in the State of Maryland."

After careful analysis of the schedule, we are unable to agree with these conclusions. Upon the mileage basis we find that in the five-cent cash fare section the rate per mile is 4.9 cents per mile; in the seven-cent cash fare section it is 2.87 cents per mile; in the eight-cent cash fare section it is 2.26 cents per mile. Similar conditions prevail in the round trip and commutation rates. In the five-cent section the round trip rate is 3.92 cents per mile; in the seven-cent section it is 2.46 cents per mile; in the eight-cent section it is 1.98 cents per mile. In the five-cent section, on the twelve-ride tickets the rate is 3.26 cents per mile; in the seven-cent section it is 2.05 cents per mile; in the eight-cent section it is 1.65 cents per mile. On the fifty-ride commutation ticket the rate in the five-cent section is 2.94 cents per mile; in the seven-cent section it is 1.84 cents per mile; in the eight-cent section it is 1.42 cents per mile. The distances used in making these calculations are from the engineer's measurements, not from the "approximations" which appear in the schedule.

From the foregoing it is manifest that if the mileage basis of computing rates had been used we have here, in all of the schedules, the most glaring

discriminations, bearing most heavily in every instance upon those patrons who originate on the Kensington road, and invariably decreasing the rates in that section of the Sandy Spring road which extends beyond the boundary of Kensington.

As a matter of fact, however, counsel seem to have mistaken the schedule. While the schedule gives the "approximate" distance over which a given fare will carry a passenger, it does not purport to do more than to set up "fare sections" without reference to distances or to an equitable distribution of fare zones. It should be observed that all of the rates have a common starting point—Chevy Chase Lake—and the rates are fixed arbitrarily, with a result so discriminating, whether considered upon the mileage or the zone basis, as to preclude its approval by the Commission.

The fact is that, considered by itself, the Kensington railway is a one-zone road and the fares that were in force prior to February 23, 1917, were those which generally, if not uniformly, prevail upon zones of rural electric railways. We think they should be re-established as the rates of that road, unless there is a substantial reason for increasing them, and that question we will now consider.

As stated above, the reason assigned for the increased rates is the advance in the cost of labor and materials and the deficits exhibited from year to year in the accounts of the Kensington Company. The chief item contributing to those deficits, however, has been the interest upon the bonds of the Sandy Spring Company, though there are other items properly chargeable to that Company which cannot be identified or satisfactorily segregated from the accounts,—for example, its actual earnings and the expense of operation over its line.

In a case brought by patrons of the road to test the reasonableness of an increase of rates, while the burden of proof may be primarily upon the complainants, it would also appear to be a sound rule that where the increase will create a condition different from the common practice of utilities of the class to which the corporation belongs, and where the company seeks to justify it because it has assumed liabilities that are not necessary for the promotion of the specific service which the utility undertakes to perform, the burden of proof should be shifted to the corporation.

Tested by these general principles, which, we think, are established by the rulings of commissions and courts, our judgment is that the advance of rates should not be approved until the accounts of these two companies are kept separate and it is demonstrated that the revenues of the Kensington Company are insufficient to pay its operating expenses and pay its legitimate obligations, a matter which it is impossible to determine in the present uncertain state of the accounts.

Examination of the accounts, as kept, shows that for the years ending June 30, 1914, 1915 and 1916, the operating revenue has exceeded the operating expense, and that included in the operating expense is the item "rent of tracks," which, as heretofore explained, is really the interest upon the outstanding bonds of the Sandy Spring Company and taxes upon its property, and for the above named years amounted to \$1,039.90, \$1,000.00 and

\$1,374.98 respectively. The deficits accrue upon the bonds of the Kensington Company. We thus have a corporation which postpones its own direct and older obligations in order to meet those of a separate corporation under the indefinite terms of a lease which has no standing in law, and in this indirect way creating the ground for a plea to increase the rates of the obligor company. The situation in our judgment is not fair to the patrons of the Kensington road, upon whom the far greater part of the burden must rest. We are not to be understood as deciding that there may not finally be good cause shown for increasing the rates of the Kensington Company. What we do decide is that the rates in effect under Schedule P. S. C. Md. No. 2 should be restored as the rates of the Kensington Company from Chevy Chase Lake to its terminus at Hopkins' Store, in the town of Kensington, and that the accounts of the Company should be kept in such manner as to show its separate revenue and expenses. When this has been done for a sufficient period, the subject may be again brought to the attention of the Commission.

The complainants' reply brief suggests in one place that "the fare from Chevy Chase Lake to the corporate limits of Kensington is the real issue in this controversy"; and in its final paragraph says, "The petition of the Mayor and Town Council attacked the lease, asked that it be cancelled and that the several companies be made individually to meet their several obligations." Counsel must see that in the present state of affairs the propositions are inconsistent. To order a rate of fare from the Lake to the north boundary of Kensington before the relations of the companies are in some way adjusted would be to continue the confusion of accounts which we and his clients are seeking to remove. Moreover, during the progress of the hearing, counsel stated that his clients would be satisfied with the establishment of the rates of 1915 (P. S. C. Md. No. 2) from the Lake to Hopkins' Store, and evidence was introduced to prove that but little inconvenience would result therefrom. The Commission appreciates that this change may cause some inconvenience to a few persons if they wish to avail themselves of these rates, but it is impossible to furnish the utmost convenience to every individual in a community. The convenience of the general public and justice to them must guide the Commission.

Based upon the foregoing, the order in this case should provide: (1) That the Kensington Company from and after the date of the order cease and desist from paying to the Sandy Spring Company, under the designation of "rent of tracks" interest upon its outstanding bonds and taxes upon its property. (2) That accurate accounts be kept by the Kensington Company of the revenues accruing upon its line of road extending from Chevy Chase Lake to Hopkins' Store, in the Town of Kensington, and of the expense of operating the same. (3) That the Kensington Company file with the Commission a new schedule of rates effective after July 1, 1917, embracing the several rates of fare embraced, in its schedule P. S. C. Md. No. 2, as the fares of said Company from Chevy Chase Lake to Hopkins' Store.

The effective date for the change is placed on July 1, for the reasons that it is the beginning of a fiscal period, and that it will take some time to

adjust the books and make the operating changes which the order of the Commission may require.

The Commission desires to say, in conclusion, that while it has been compelled to criticise the financial engagements of the Kensington Company and to insist upon a change which it believes will place the Company upon a more stable basis and in more satisfactory relations with its patrons it has not intended to reflect upon the integrity of the owner of the property or his management of the service. We are convinced that he has done the best he could with a difficult situation with the means at his command.

The question of the validity of the last issue of the bonds of the Sandy Spring Company is not disposed of in this opinion. That should be done upon the application of that Company, setting forth the circumstances under which the bonds were issued and otherwise complying with the law and the rules of the Commission, either in this case or in a separate proceeding.

ORDER No. 3632.

In the Matter of	}	Before the
The Complaint of A. N. DOBSON AND OTHERS		Public Service Commission
vs.		of Maryland.
THE KENSINGTON RAILWAY COMPANY OF MONTGOMERY COUNTY, MARYLAND.		Case. No. 1290.

This case being at issue upon complaint and answers filed, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had, and the Commission having, on the date hereof, filed an opinion containing its findings of fact and conclusions thereon, which said opinion is hereby referred to and made a part hereof:

IT IS THIS 5th day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the Kensington Railway Company of Montgomery County, Maryland, from and after the date of this order, cease and desist from paying to the Sandy Spring Railway Company, under the designation of "rent of tracks" interest upon the bonds of said Sandy Spring Railway Company and the taxes levied upon its property.

2. That the said Kensington Railway Company of Montgomery County keep accurate accounts of the revenues accruing upon its line of railway extending from Chevy Chase Lake to its terminus opposite to Hopkins' Store in the Town of Kensington, and the expense of operating the same, separate and distinct from the operation of any other line of railway or utility with which it may be connected or in any manner affiliated.

3. That the said Kensington Railway Company of Montgomery County shall not later than the first day of June, in the year Nineteen Hundred and Seventeen, file with the Public Service Commission of Maryland, a schedule of rates and fares on and over its line of railway as described in section 2 of this order, which shall embrace the several rates and fares mentioned and set forth in its schedule P. S. C. Md. No. 2, filed with the Commission on the 24th day of May, in the year Nineteen Hundred and Fifteen, as modified by Order No. 2423 of this Commission passed on the 9th day of July, in the year Nineteen Hundred and Fifteen, in Case No. 954, which said schedule hereby ordered shall be designated P. S. C. Md. No. 4, canceling P. S. C. No. 3, and shall be effective from and after the first day of July, Nineteen Hundred and Seventeen, which said rates and fares shall be and remain in force for the period of one year from and after the said first day of July, Nineteen Hundred and Seventeen, and until the further order of this Commission in the premises.

4. That the said Kensington Railway Company of Montgomery County shall, within fifteen days from the receipt of a copy of this order, notify the Commission whether or not it will accept and abide by the same.

ORDER No. 3635.

<p>In the Matter of</p> <p>The Complaint of POCOMOKE CITY BOARD OF TRADE</p> <p style="text-align: center;">vs.</p> <p>NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1259.</p>
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WHEREAS, It appears from the papers filed in this case and particularly from the letter of John W. Ennis, President of Pocomoke City Board of Trade, party complainant, filed herein on the date hereof, that the complaint has been satisfied;

IT IS, THEREFORE, This seventh day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That the said complaint be, and it is hereby, dismissed without prejudice.

ORDER No. 3637.

In the Matter of

The Application of THE HAGERSTOWN AND FREDERICK RAILWAY COMPANY for Authority to Reduce and Readjust Its Capitalization by Issuing \$600,000, Face Amount, of Ten-Year Gold Coupon Notes, \$842,500.00 Par Value of 6% Preferred Stock and \$1,483,450.00 Par Value of Common Stock for the Discharge or Lawful Refunding of \$1,225,000.00, Face Amount, of Its Adjustment Bonds, \$635,000.00, Par Value, of its 7% Preferred Stock, and \$2,000,000.00, Par Value, of Its Common Stock.

Before the
Public Service Commission
of Maryland.

Case No. 1347.

WHEREAS, The Hagerstown and Frederick Railway Company has applied to this Commission by petition for an order authorizing it to reduce and readjust its capitalization by the issuance of \$600,000.00, face amount, of six per cent Ten-Year Gold Coupon Notes (being part of a proposed authorized issue of \$1,200,000.00 of Ten-Year Gold Coupon Notes), \$842,500.00, par value, or six per cent Preferred Stock and \$1,483,450.00, par value, of Common Stock, to refund or lawfully discharge \$1,225,000.00, face amount, of its Adjustment Bonds, \$635,000.00, par value, of its seven per cent Preferred Stock and \$2,000,000.00, par value, of its Common Stock, as set forth in the petition and the exhibits filed therewith; and

WHEREAS, After due consideration of the petition and the exhibits filed therewith, and after due hearing and testimony at such hearing, the Commission is of the opinion that the capital to be secured by the issue of such notes and stock is reasonably required for the said purposes of the applicant, to wit, the discharge or lawful refunding of its obligations, by the carrying out of the agreement for the reduction of its capitalization and the adjustment of the respective interests of the several classes thereof.

IT IS, THEREFORE, This 8th day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That The Hagerstown and Frederick Railway Company be, and it is, authorized to reduce and readjust its capitalization by the issuance of \$600,000.00, face amount, of six per cent Ten-Year Gold Coupon Notes (being part of a proposed authorized issue of \$1,200,000.00 of Ten-Year Gold Coupon Notes), \$842,500.00, par value, of six per cent Preferred Stock and \$1,483,450.00, par value, of Common Stock, to refund or lawfully discharge \$1,225,000.00, face amount, of its Adjustment Bonds, and to retire and cancel \$635,000.00, par value, of its seven per cent Preferred Stock and \$2,000,000.00, par value, of its Common Stock, as set forth in the petition and the exhibits filed therewith.

2. That the said The Hagerstown and Frederick Railway Company shall make reports, verified by affidavits, to this Commission, as follows:

(a) Upon the issuance of the six per cent Ten-Year Gold Coupon Notes, the six per cent Preferred Stock and the Common Stock hereby authorized, the fact of such issuance and the application or distribution thereof in accordance with the provisions of this Order and the agreement of readjustment above referred to.

(b) Upon the acquisition and cancellation of \$1,225,000.00, par value, of its now outstanding Adjustment Bonds, the \$635,000.00, par value, of its now outstanding seven per cent Preferred Stock, and the \$2,000,000.00, par value, of its now outstanding Common Stock, the fact of such acquisition and cancellation.

ORDER No. 3639.

<p>In the Matter of</p> <p>The Application of THE HOME MANUFACTURING, LIGHT AND POWER COMPANY for Authority to Sell a Gas Engine Heretofore Issued by Said Company at Its Plant at Elkton, Maryland.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1348.</p>
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WHEREAS, The Home Manufacturing, Light and Power Company, operating at Elkton, in Cecil County, Maryland, and in the vicinity thereof, has applied to this Commission for an order approving, confirming and authorizing the sale by it of a one hundred and twenty-five horsepower gas engine, with the necessary machinery and appliances, heretofore used by it in generating electric current for distribution to its customers, for the sum of three thousand dollars (\$3,000.00), which said engine is included in the property covered by the trust mortgage from said Company to The Security Trust and Safe Deposit Company, Trustee, of the City of Wilmington, in the State of Delaware; and

WHEREAS, It appears, after due hearing at which testimony was taken and full investigation made, that said engine is no longer in use by said Company and is not necessary for the public service, and that the stockholders of said Company and the bondholders secured by the mortgage above referred to have consented to said sale, and the Trustee under said mortgage has consented thereto, as appears from its paper writing, File No. 12, in these proceedings, with the suggestion that "the said application be granted upon the express condition that the net proceeds of the sale of said gas engine, etc., be applied first to the purchase and installation of a suitable condenser as an economic measure for reducing the loss incident

upon the transmission of electric current, and that the balance of said net proceeds of sale of said engine be applied so far forth as the same may go, to the liquidation and payment of interest upon said Company's bonds," which condition was accepted by applicant at the hearing:

It Is, THEREFORE, This eighth day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the sale by The Home Manufacturing Light and Power Company to the Town of Coweta, Oklahoma, of the one hundred and twenty-five horsepower gas engine with the necessary machinery and appliances, as described in these proceedings, at and for the sum of three thousand dollars (\$3,000.00) be, and the same is hereby approved, confirmed and authorized.

2. That said The Home Manufacturing, Light and Power Company shall apply the net proceeds of sale of said engine, machinery and appliances as follows: (a) To the installation of a suitable condenser for reducing the loss incident to the transmission of electric current from its present source of supply, which installation is hereby authorized and directed; and (b) the balance or remainder of said net proceeds to the liquidation and payment of interest upon the bonds of said Company secured by the trust mortgage above referred to, so far forth as said balance may go for that purpose.

3. That said The Home Manufacturing, Light and Power Company shall make reports, verified by affidavit, to this Commission, as follows:

(a) Upon the consummation of said sale, of the net amount of the proceeds thereof.

(b) Upon the installation of the said condenser, the fact of such installation and the cost thereof.

(c) The amount of the balance or remainder of said proceeds of sale and the fact of the application thereof to the liquidation and payment of the interest upon its outstanding bonds.

ORDER No. 3643.

In the Matter of	Before the
The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Reissue of Petitioner's Freight Tariff AA—P. S. C. Md. No. 55.	Public Service Commission of Maryland.
	S. N. & R. Docket.
	Case No. 407.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 9th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, reissue of petitioner's freight tariff AA—P. S. C. Md. No. 55, said reissue to become effective on June 15th, 1917, the date on which said tariff AA—P. S. C. Md. No. 55 was intended to become effective; said reissue to restrict the application of rates on iron ore to carload quantities, Tariff AA—P. S. C. Md. No. 55 in error having failed to so restrict the application of the rates therein published.

PROVIDED, Said tariff be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3643 of date May 9th, 1917."

ORDER No. 3644.

<p style="text-align: center;">In the Matter of</p> <p>The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement Postponing the Effective Date of Petitioner's Freight Tariff AA—P. S. C. Md. No. 50.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 408.</p>
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 9th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement postponing the effective date of petitioner's freight tariff AA—P. S. C. Md. No. 50 until June 15th, 1917, said tariff having been filed to become effective on June 1st, 1917.

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3644 of date May 9th, 1917."

ORDER No. 3645.

In the Matter of The Application of BALTIMORE AND EMMORTON AUTO EXPRESS for Change of Route Between Emmorton, Bel Air and Baltimore, Maryland.	}	Before the Public Service Commission of Maryland. Case No 1351.
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WHEREAS, Dale H. Smith, trading as the Baltimore and Emmorton Auto Express, having made application to this Commission for a change in route between Emmorton, Bel Air and Baltimore, Maryland, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3625 passed May 1st, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said application,

IT IS, THEREFORE, This 10th day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Dale H. Smith, trading as the Baltimore and Emmorton Auto Express, in this case exhibited, be and the same is hereby granted, so as to permit said Dale H. Smith, trading as the Baltimore and Emmorton Auto Express, to operate automobile truck for the transportation of property between Emmorton and Baltimore, via Bel Air and Baltimore and Harford Turnpike, and to solicit and accept freight and other property for transportation between said points, as follows: Between Emmorton and Bel Air, and through the streets of said towns, both inclusive, and between Lutz Corner and Greenwood, both inclusive, and to or from Baltimore, from and to the points named;

FURTHER Ordered, That permit Number A-165 issued by this Commission on March 13, 1917, be and it is hereby revoked, and that new permit be issued to said Dale H. Smith, trading as the Baltimore and Emmorton Auto Express, authorizing the operation by him of automobile truck over the route hereinbefore specified, upon readjustment of license charges as by Section 26¼ of the Public Service Commission Law provided.

ORDER No. 3647.

In the Matter of The Application of WILLIAM B. STALEY to Operate a Motor Vehicle Between Hagerstown and Frederick, Maryland.	}	Before the Public Service Commission of Maryland. Case No. 1352.
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WHEREAS, William B. Staley having made application to this Commission for a permit for the operation of a motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3626 passed May 1st, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said permit,

IT IS, THEREFORE, This 11th day of May, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of William B. Staley in this case exhibited be, and the same is hereby granted and that the permit applied for be issued.

ORDER No. 3648.

In the Matter of

The Application of THE WASHINGTON COUNTY WATER COMPANY for Authority to Issue \$550,000.00 Par Value of Its Capital Stock; \$150,000.00 Thereof on Account of Increase in Capitalization to Cover Cost of Improvements to Its Facilities and Other Capital Purposes Heretofore Provided From Earnings and the Proceeds Thereof, Together With the Proceeds of the Additional Amount of \$400,000.00 of Said Stock to Be Used for Further Improvements, the Refunding of Outstanding Obligations, Etc.

Before the

Public Service Commission
of Maryland.

Case No. 918.

The Washington County Water Company having filed its petition for a modification of that part of this Commission's Order No. 2533, entered November 26th, 1915, which provided that part of the proceeds of sale of certain stocks of said The Washington County Water Company, the issue and sale of which were by said Order authorized, should be applied to the cost and expense of constructing a new reservoir, so as to permit said Company, in lieu of the construction of said reservoir, to apply the proceeds of the sale of said stock to the construction of a thorough, up-to-date pumping, filtration, purifying and softening plant, it is, after due consideration, this 11th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That the same be, and it is hereby, set for hearing at the office of the Commission, Baltimore, Maryland, on Thursday, May 24th, 1917, at 11 o'clock A. M.,

PROVIDED, That the applicant cause a copy of this Order to be published in one daily newspaper published in Hagerstown, Maryland, at least three times, before the twenty-first day of May, 1917.

ORDER No. 3649.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Local Freight Tariff P. S. C. Md. No. 810.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 409.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 12th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 810, canceling Item 180a of Supplement No. 16 to aforesaid tariff, which said item now stands suspended until June 29th, 1917, under authority of this Commission's Circular No. 10-G of date February 1st, 1914.

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3649 of date May 12th, 1917."

ORDER No. 3650.

In the Matter of

The Complaint of SAMUEL W. PFOUTZ, ET AL., Patrons of The Western Maryland Railway Company, at Linwood, New Windsor, Wakefield, Medford, Avondale and Westminster Stations,

vs.

WESTERN MARYLAND RAILWAY COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 618.

WHEREAS, This Commission by Order No. 1456 entered on the 10th day of November, 1913, approved the proposed schedule of operation of respond-

ent's east-bound train No. 22, between Union Bridge, Maryland, and Baltimore, Maryland, and further required that before making any change therein said respondent give this Commission not less than thirty days' notice of such proposed change, and

WHEREAS, The Western Maryland Railway Company has, in accordance with the terms of said Order No. 1456, given notice to this Commission of its desire to advance the time said train leaves Union Bridge to 6.20 A. M., said change in schedule to become effective on or about May 27th, 1917, and continue until the adoption of the winter time-table on or about October 15th, 1917, and

WHEREAS, The Commission, after due consideration, is of opinion that proposed change in schedule is reasonably necessary,

IT IS, THEREFORE, This 14th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That the proposed schedule of train No. 22 of the Western Maryland Railway Company to leave Union Bridge at 6.20 A. M., is hereby approved, said proposed schedule to become effective on or about May 27th, 1917, and continue until the adoption of the winter time-table on or about October 15th, 1917.

FURTHER Ordered, That unless this Commission otherwise orders from and after the adoption of the winter time-table, on or about October 15th, 1917, the leaving time of train No. 22 shall be restored to the present time of leaving Union Bridge, i. e., 6.30 A. M.

ORDER No. 3651.

<p>In the Matter of</p> <p>The Application of THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE Un- der Order No. 1630 for Approval of Plans and Specifications of New Cars to Be Pur- chased by Said Company.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1349.</p>
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Upon petition of The United Railways and Electric Company of Baltimore, and the exhibits filed therewith, and the report of the Chief Engineer of this Commission filed herein, it is this 14th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That The United Railways and Electric Company of Baltimore be, and it is hereby, authorized to place in service cars constructed according to the specifications and blueprints filed as exhibits with said petition, the same having been approved by the Commission;

FURTHER Ordered, That when the contract for said cars is executed, the said Company shall inform this Commission of the number and cost of the cars so contracted for.

ORDER No. 3653.

In the Matter of	Before the
The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 769.	Public Service Commission of Maryland.
	S. N. & R. Docket.
	Case No. 410.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 15th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 769, establishing rate of 45 cents per 2,000 pounds on sulphuric acid, carloads, from Curtis Bay, Maryland, to Colgate Creek, Maryland, to apply for delivery to Canton Railroad but not to include Canton Railroad switching charge,

PROVIDED, Said supplement containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3653 of date May 15th, 1917."

ORDER No. 3654.

In the Matter of	Before the
The Petition of Railroads Operating Within the State of Maryland for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements Suspending Until July 1st, 1917, the Effective Date of Tariffs Advancing the Rates on Bituminous Coal, Filed to Become Effective on June 15th, 1917.	Public Service Commission of Maryland.
	S. N. & R. Docket.
	Case No. 411.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 15th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, railroads operating within the State of Maryland to file and publish on one day's notice to the Commission and the public, supplements suspending until July 1st, 1917, the effective date of tariffs advancing the rates on bituminous coal, which said tariffs have been filed with this Commission to become effective June 15th, 1917,

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3654 of date May 15th, 1917."

ORDER No. 3655.

In the Matter of

The Petitions of Railroads Operating Within the State of Maryland for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Freight Tariffs Canceling Advances in Rates on Starch and Dextrine.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 412.

The above mentioned petitions having been received and filed, upon consideration thereof, it is this 16th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, railroads operating within the State of Maryland to file and publish on one day's notice to the Commission and the public, supplements to freight tariffs canceling advances in rates on starch and dextrine which said advanced rates now stand suspended until August 13th, 1917, under authority of this Commission's Circular No. 10G; rule limiting the number of supplements which may be in effect at one time being suspended so as to permit the filing of the supplements aforesaid,

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3655 of date May 16th, 1917."

ORDER No. 3656.

In the Matter of

The Petition of the WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff Establishing Rate of 80 Cents Per 2,000 Pounds on Sand, Carloads, From Port Covington, Baltimore, Maryland, to Emmitsburg, Maryland.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 413.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 17th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the Western Maryland Railway Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff establishing rate of 80 cents per 2,000 pounds on sand, carloads, from Port Covington, Baltimore, Maryland, to Emmitsburg, Maryland,

PROVIDED, Said tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3656 of date May 17th, 1917."

ORDER No. 3657.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff Establishing Rates on Crushed Stone, Carloads, From Aikin and Havre de Grace, Maryland, to Various Points.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 414.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 17th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Com-

mission and the public, petitioner's freight tariff establishing rates on crushed stone, carloads, minimum weight 50,000 pounds, from Aikin and Havre de Grace, Maryland, as follows:

<i>To</i>	<i>Rates in Cents Per 2,000 Lbs.</i>
Towson, Md.....	79
Glenarm, Md.....	89
Long Green, Md.....	89
Hydes, Md.....	89
Baldwin, Md.....	89
Fallston, Md.....	89
Watervale, Md.....	89
Belair, Md.....	89
Bynum, Md.....	100
Forest Hill, Md.....	100
Sharon, Md.....	100
Ferncliff, Md.....	100
Rocks, Md.....	100
Glenburnie, Md.....	79
Elvation, Md.....	79
West Annapolis, Md.....	79

PROVIDED, Said tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3657 of date May 17th, 1917."

ORDER No. 3658.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement for the Sale by the Former to the Latter of One Pole Situated 8 Feet West of Rear East Building Line of No. 2423 Ashland Avenue, Baltimore, Maryland, Under the Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1358.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this eighteenth day of May, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3662.

In the Matter of

The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 8 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 415.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 21st day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 8 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, canceling the specifications for dry kiln cars or trucks, iron or steel, with racks or standards detached, or without racks or standards, loose or in packages, as shown in item 30, page 133, Official Classification No. 44, which said item now stands suspended until June 1st, 1917, under authority of this Commission's Circular No. 10G, and to republish the ratings on dry kiln trucks, K. D., which were formerly published in Official Classification No. 43, P. S. C. Md. O. C. No. 43,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3662 of date May 21st, 1917."

ORDER.

In the Matter of

Electric Rate Schedule P. S. C. Md. No. 2 of
THE EASTON UTILITIES COMMISSION Filed
With the Public Service Commission of
Maryland to Become Effective on June 1st,
1917, and Which Said Schedule Said THE
EASTON UTILITIES COMMISSION Now De-
sires to Withdraw.

Before the
Public Service Commission
of Maryland.

WHEREAS, The Easton Utilities Commission on May 1st, 1917, filed with the Public Service Commission of Maryland its electric rate schedule P. S. C. Md. No. 2, said schedule being intended to become effective on June 1st, 1917, and which said schedule publishes rates for electric current considerably higher than the rates now published in said The Easton Utilities Commission's electric rate schedule P. S. C. Md. No. 1, and

WHEREAS, The Easton Utilities Commission has petitioned this Commission to allow the withdrawal of schedule P. S. C. Md. No. 2 aforesaid, and

WHEREAS, After due consideration it appears to the Commission that said petition is proper and should be granted,

IT IS, THEREFORE, This 21st day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the Secretary be and he is hereby directed to withdraw from the files of the Commission and return to The Easton Utilities Commission said Commission's electric rate schedule P. S. C. Md. No. 2, filed to become effective June 1st, 1917.

FURTHER **Ordered**, That the rates and charges for electric current published in Schedule P. S. C. Md. No. 1 and Supplement No. 1 thereto of The Easton Utilities Commission shall be and remain the rates and charges of said The Easton Utilities Commission until lawfully changed by the filing of new schedule of rates upon not less than thirty (30) days' notice to the Commission and the public, as by this Commission's Circular No. 8A provided.

ORDER No. 3672.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff Establishing Rate of 50 Cents Per Net Ton on Sand and Gravel, Carloads, Minimum Weight 50,000 Pounds, From Cowenton, Maryland, to Baltimore, Maryland.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 416.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 25th day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff establishing rate of 50 cents per net ton on sand and gravel, carloads, minimum weight 50,000 pounds, from Cowenton, Maryland, to Baltimore, Maryland,

PROVIDED, Said tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3672 of date May 25th, 1917."

ORDER No. 3677.

In the Matter of

The Application of WASHINGTON COUNTY RAILROAD COMPANY for Authority to Issue \$142,295.05, Par Value, of Its Refunding and General Mortgage Bonds.

Before the

Public Service Commission
of Maryland.

Case No. 1360.

WHEREAS, The Washington County Railroad Company has applied to this Commission for authority to issue its Refunding and General Mortgage 5% Bonds to the amount of \$142,295.05 (to be secured by a trust mortgage of its railroad, property and franchises) for the purpose of paying off an existing indebtedness of said company to The Baltimore and Ohio Railroad Company amounting to \$142,295.05, and

WHEREAS, Said company appears to be indebted to The Baltimore and Ohio Railroad Company for advances made to it for the improvement and extension of its lines of railroad to said amount of \$142,295.05, in payment of which amount The Baltimore and Ohio Railroad Company has agreed to accept said \$142,295.05, par value, of bonds bearing interest at the rate of 5% per annum and maturing December 1st, 1995, and to be deposited with the Trustees of certain of The Baltimore and Ohio Railroad Company's mortgages as further security, as set forth in the trust mortgage hereinbefore first mentioned; and

WHEREAS, After due hearing, the Commission is of opinion that the issuance, as aforesaid, of said \$142,295.05 of bonds is reasonably required for the purposes of said company, to wit, the payment of said indebtedness,

IT IS, THEREFORE, This 31st day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That said Washington County Railroad Company be, and is hereby, authorized to issue its Refunding and General Mortgage Bonds to the amount of \$142,295.05, as aforesaid.

2. That upon issuing said bonds, and making application thereof to the payment of said indebtedness, the said Washington County Railroad Company shall report said facts to this Commission, duly verified by the proper affidavit or affidavits.

ORDER No. 3678.

In the Matter of	}	Before the
The Application of THE CONFLUENCE AND OAKLAND RAILROAD COMPANY for Authority to Issue Its Refunding and General Mortgage Bonds.		Public Service Commission of Maryland.
		Case No. 1361.

WHEREAS, The Confluence and Oakland Railroad Company has applied to this Commission for authority to issue its bonds to the amount of \$802.19 (to be secured by a trust mortgage of its railroad and property, situate in part in Garrett County, Maryland, and its franchises), for the purpose of paying off an existing indebtedness of said company, amounting to \$802.19, to The Baltimore and Ohio Railroad Company; and

WHEREAS, Said company appears to be indebted to The Baltimore and Ohio Railroad Company for advances made to it for the improvement and extension of its lines of railroad to said amount of \$802.19, in payment of which amount The Baltimore and Ohio Railroad Company has agreed to accept said \$802.19 of bonds, at par, bearing interest at the rate of 5% per annum and maturing December 1st, 1995, and to be deposited with the Trustees of certain of The Baltimore and Ohio Railroad Company's mortgages as further security, as set forth in the trust mortgage hereinbefore first mentioned: and

WHEREAS, After due hearing, the Commission is of opinion that the issuance, as aforesaid, of said \$802.19 of bonds is reasonably required for the purposes of said company, to wit, the payment of said indebtedness,

IT IS, THEREFORE, This 31st day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That said The Confluence and Oakland Railroad Company be, and is hereby, authorized to issue its Refunding and General Mortgage Bonds to the amount of \$802.19, as aforesaid.

2. That upon issuing said bonds and making application thereof to the payment of said indebtedness, the said The Confluence and Oakland Railroad Company shall report said facts to this Commission, duly verified by the proper affidavit or affidavits.

ORDER No. 3679.

In the Matter of

The Application of THE CHESAPEAKE AND
POTOMAC TELEPHONE COMPANY OF BALTI-
MORE CITY for an Order Permitting and
Approving the Exercise of a Franchise
Granted It by Town of Garrett Park, in
Montgomery County, Maryland.

Before the

Public Service Commission
of Maryland.

Case No. 1363.

The Application of The Chesapeake & Potomac Telephone Company of Baltimore City, filed with the Public Service Commission of Maryland on the 22nd day of May, 1917, together with Exhibit No. 1 referred to therein, for permission and approval of the Commission of the construction, reconstruction, maintenance and operation of its posts, poles, cables, wires, and all other necessary apparatus, on, over and along Strathmore Avenue, from the Eastern town limits to Montrose Street, thence to cross over to the South side of said Strathmore Avenue and continue West to the Town limits, as shown on the blue print attached to said Ordinance, of the Town of Garrett Park, said Ordinance being Exhibit No. 1, and being an Ordinance of the Town of Garrett Park, dated January 12, 1917, coming on to be heard; and it appearing from said Application and said Ordinance of the Town of Garrett Park, in Montgomery County, Maryland, that the authority and consent of said municipal corporation are given to the same, and this Commission having determined from the evidence before it on the hearing of the Application that the things to which its permission and approval are asked are proper and convenient for the public service, it is, this 31st day of May, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Public Service Commission of Maryland are hereby given to The Chesapeake & Potomac Tele-

phone Company of Baltimore City, its successors and assigns, to construct, re-construct, maintain and operate its posts, poles, cables, wires, and all other necessary overhead apparatus, on, over and along Strathmore Avenue from the Eastern town limits to Montrose Street, thence to cross over to the south side of said Strathmore Avenue, and continue west to the Town limits, as shown on the blue print drawing BA 4352 attached to the Ordinance of the Town of Garrett Park, Montgomery County, Maryland, dated January 12, 1917, a certified copy of which said Ordinance is filed in these proceedings marked "Applicant's Exhibit No. 1," and as provided in said Ordinance and in accordance with its terms, and subject to the regulations, conditions and restrictions in said Ordinance contained.

OPINION.

<p>In the Matter of</p> <p>The Complaint of ANNA D. WOLFF</p> <p style="text-align: center;">vs.</p> <p>THE PENNSYLVANIA RAILROAD COMPANY.</p>	}	<p>Before the</p> <p>Public Service Commission</p> <p>of Maryland.</p> <p>Case No. 1191.</p>
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Appearances:

NILES, WOLFF, BARTON AND MORROW for Complainant.

BERNARD CARTER AND SONS for Respondent.

Hearings: October 10, 1916, and May 22, 1917.

Decided: May 31st, 1917.

By the COMMISSION.

The complaint in this case embraces two subjects: First, the discontinuance in May, 1916, of Green Spring Junction as a point for the reception and discharge of passengers; and secondly, the noise created by unnecessary whistling of trains and the annoyance thereby suffered by residents located near Respondent's tracks.

After the first hearing the second ground of complaint was abandoned. No move was made by the complainant to press the case to a conclusion until the Commission, on April 27, 1917, addressed letters to the parties inquiring whether they desired a further hearing, in reply to which the Commission was advised that neither party wished to take any further testimony, but the counsel for complainant expressed a desire to argue the case on the record as made up. It was accordingly set for argument on May 22, 1917, the argument being confined to the discontinuance of Green

Spring Junction as a point where passengers can board and leave trains and to which tickets had been previously sold at the Respondent's offices in Baltimore.

The grounds of the complaint are, that the stop has been in existence ever since the road was constructed; that the junction is at one corner of complainant's property and that the place was purchased and a home erected there largely by reason of the station; that the discontinuance of the stop is a serious inconvenience to her when she occupies her property, to her tenants when it is rented, and to her nearby neighbors, and materially diminishes both the sale value and the rental value of the properties whose occupants formerly used the station.

The main facts established by the evidence are as follows: Green Spring Junction is the terminus of the Green Spring Branch of the Northern Central Railway, at which point it maintains a "Y" for the purpose of turning its trains for the return trip to Baltimore. It was also formerly the point of junction of that railway with the main track of the Western Maryland Railroad Company. The latter company established a station there and erected along its track a platform and shelter station. The Northern Central Railway Company (now operated by the Pennsylvania Railroad Company as lessee) has never maintained either a platform or shelter station along its tracks or any other facilities for the convenience of its passengers, at this point. It did, however, for many years sell tickets at its Baltimore offices from that city to Green Spring Junction. A few years ago the Western Maryland Railroad Company changed its line at this point, and removed the old track, platform and waiting shed at the junction, and established a new station, called Kirk, about half a mile to the westward of the old one. It still maintained, however, its old line from Kirk to the junction, which afforded facilities for the interchange of freight between the two roads, and is now regularly used for freight traffic by the Western Maryland road over the Green Spring Valley Branch during work on the enlargement of the Wilson Street tunnel of the Pennsylvania Railroad Company.

A number of years ago, while the track conditions first described existed, Mr. Oscar Wolff purchased the land lying between the "Y" of the Green Spring Branch and the Reisterstown Turnpike, which now belongs to his widow, the complainant in this case. There is evidence tending to show that Mr. Wolff was influenced in some degree in the purchase of the property by the fact that a stop was made at the "Y" by the trains of the Green Spring Valley Branch when they came to that point to reverse, and that tickets were sold to the junction and passengers received and discharged there. He purchased transportation to that point at commutation rates. His habit was to take the train in the morning, city-bound, at the station called Turnpike, distant by rail 1583 feet east of the junction, and, by way of the turnpike road, 2715 feet from his residence. On the return trip in the afternoon he almost invariably went on to the junction and left the train there. It does not appear that the complainant has ever used the railroad since the death of Mr. Wolff several years ago.

Mr. Marshall, whose property is separated from Mrs. Wolff's by a private road extending from the turnpike road to the railroad right of way, also purchased a commutation ticket, and like his neighbor boarded the train at Turnpike Station and usually left it at the junction.

Apart from these, the travel to the junction was negligible. In the seventeen months beginning January, 1915, and ending May, 1916, when the sale of tickets was discontinued, there were sold three 100-trip tickets and twenty-eight and a half individual tickets, producing a total revenue of \$57.62, only \$10.52 of which was from single tickets.

In addition to the facts stated above, the Respondent alleges that by reason of the change in the tracks of the Western Maryland Railway Company and the operation of freight trains over the line, an element of danger has been introduced into the situation which did not previously exist, and contends that it would be a hardship to require it to erect a platform and shelter for the accommodation of two or three passengers, as modern standards of safety and existing traffic conditions would probably require.

There is no direct evidence as to the origin of the sale of tickets to this point, but it is altogether probable, as suggested by counsel for the company, that it grew out of the desire of persons located along Respondent's line to reach points on the Western Maryland Railway, and this was the only point at which such accommodation could be afforded.

Upon the facts as stated, counsel for complainant conceded that if they were contending for the establishment of a stop at Green Spring Junction, the reasons given for its discontinuance would be conclusive. What they contend for is that it is unreasonable to take away a privilege that has been enjoyed by their client and her predecessors for twenty-five years, and that will result in material pecuniary loss to her and to others.

After careful consideration the Commission is unable to agree with these views for the following reasons:

1. That from a study of the plat filed in the proceedings and the official map of Baltimore County, the locality is not suitable for a regular station, which it would become under the Commission's order, because there is no access to it by a public road.

2. That the location of Turnpike Station, a little more than half a mile from complainant's house, and the facilities for reaching it, are such that the general public would go to that point in preference to Green Spring Junction, since the difference in time and distance for those residing on the turnpike is very short.

3. The change in the tracks of the Western Maryland Railway Company and in the traffic conditions at the junction would necessitate, for the convenience and safety of those using the station, an expense which the company should not be required to incur in view of any revenue, present or prospective, which might be derived from it.

4. That the primary right of the Company to manage its affairs should not be interfered with by the Commission except when it is exercised in an arbitrary manner or to the inconvenience of the public dependent upon its facilities. It does not appear that the general public in the neighborhood

of Green Spring Junction are interested in the matter here involved, nor is there any fact established by the record tending to show that the complainant has suffered actual injury by the action of the company.

We are therefore constrained to dismiss the complaint, and an order will be entered accordingly.

ORDER No. 3682.

In the Matter of

The Complaint of ANNA D. WOLFF

vs.

THE PENNSYLVANIA RAILROAD COMPANY.

Before the
Public Service Commission
of Maryland.
Case No. 1191.

In accordance with the opinion this day filed in the above entitled case, it is this thirty-first day of May, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland.

Ordered, That the complaint of Anna D. Wolff against the Pennsylvania Railroad Company be, and the same is hereby, dismissed.

ORDER No. 3683.

In the Matter of

The Complaint of COMMISSIONERS OF
HURLOCK

vs.

THE BALTIMORE, CHESAPEAKE AND ATLANTIC
RAILWAY COMPANY

and

THE CAMBRIDGE AND SEAFORD RAILROAD
COMPANY.

Before the
Public Service Commission
of Maryland.
Case No. 1356.

Upon the petition of the attorney for the Complainant in the above matter for leave to change the titling thereof by substituting Philadelphia, Baltimore and Washington Railroad Company, Lessee, in the place of Cambridge and Seaford Railroad Company, and after due consideration,

It is this thirty-first day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That the titling of the same be, and it is hereby, changed by substituting Philadelphia, Baltimore and Washington Railroad Company, Lessee, in place of Cambridge and Seaford Railroad Company as a party defendant in this case.

FURTHER Ordered, That the Secretary cause the dockets and other records in connection with the case to be changed to conform with the terms of this Order and that copy of original petition be forwarded to the Philadelphia, Baltimore and Washington Railroad Company for answer.

ORDER No. 3684.

<p>In the Matter of</p> <p>The Petition of WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff P. S. C. Md. No. 805.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 417.</p>
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 31st day of May, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, Western Maryland Railway Company to file and publish on five days' notice to the Commission and the public, petitioner's freight tariff P. S. C. Md. No. 805, providing for the unloading and storage of coarse carload freight for export, upon open piers, bulkheads or lands of the said Western Maryland Railway Company at Baltimore, Maryland, and outer yards (Leahigh yards and east thereof), excluding Hillen Station, at rates and charges and under terms and conditions set forth in specimen copy of said tariff P. S. C. Md. No. 805 herein filed,

PROVIDED, Said tariff be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3684 of date May 31st, 1917."

ORDER No. 3685.

In the Matter of	}	Before the
The Application of J. EDWIN HOOD for a Permit to Operate a Motor Vehicle for Public Use Between Sykesville and Gwynn Oak Junction.		Public Service Commission of Maryland.
		Case No. 1364.

WHEREAS, J. Edwin Hood having made application to this Commission for a permit for the operation of a motor vehicle for public use between Sykesville and Gwynn Oak Junction, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3670 passed May 24th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience do not require the granting of said permit but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 1st day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of J. Edwin Hood in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3690.

In the Matter of	}	Before the
The Application of S. B. COBLENTZ for a Permit to Operate a Motor Vehicle for Public Use Between Braddock, Maryland, and the Boundary Line of the District of Columbia.		Public Service Commission of Maryland.
		Case No. 1365.

WHEREAS, S. B. Coblentz having made application to this Commission for a permit for the operation of a motor vehicle for public use between Braddock, Maryland, and the boundary line of the District of Columbia, and

WHEREAS, The application having come on for hearing in accordance with this Commission's Order No. 3671 passed May 24th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience do not require the granting of said permit but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 4th day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of S. B. Coblentz in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3692.

In the Matter of	}	Before the
The Application of THE BALTIMORE COUNTY WATER AND ELECTRIC COMPANY for Per- mission and Approval to Change and Re- adjust Its Schedules of Quarterly Mini- mum Charges or Rates on Metered Water Supply Service.		Public Service Commission of Maryland.
		Case No. 375.

WHEREAS, The record in the above case is silent as to reasons for the sub-division of the above Company's property and operations into three geographical sub-divisions and the Commission desires that said record should be supplemented by a statement of such reasons and of appurtenant particulars of such sub-division;

IT IS, THEREFORE, **Ordered**, This 5th day of June, 1917, by the Public Service Commission of Maryland, that a further supplementary hearing be had in the above case for the purpose of having the Company adduce testimony relative to such sub-division and the reasons therefor, and that such hearing be held at the office of the Commission on Wednesday, June 6, 1917, at the hour of 2 o'clock P. M.

AND IT IS FURTHER **Ordered**, That a copy of this order be forthwith transmitted to the president of the company.

ORDER No. 3693.

In the Matter of	}	Before the
The Application of WILLIAM B. STALEY to Operate a Motor Vehicle Between Hagers- town and Frederick, Maryland.		Public Service Commission of Maryland.
		Case No. 1352.

On the application of the Hagerstown and Frederick Railway Company heretofore filed in these proceedings, the parties were heard; and the Commission being of the opinion that sufficient grounds for a re-hearing have been shown,

It is this 6th day of June, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the petition of the applicant for a re-hearing be, and the same is hereby, granted.

ORDER No. 3695.

In the Matter of
The Complaint of MAYOR AND COUNCILMEN
OF FROSTBURG
vs.
CUMBERLAND AND WESTERNPORT ELECTRIC
RAILWAY COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 833.

This case being at issue upon complaint and answer on file and having been duly heard and full investigation of the matters and things involved having been had by the Commission at Frostburg, Maryland, on May 15, 1917, at which hearing the People's Counsel asked that the case be dismissed,

IT IS, THEREUPON, This sixth day of June, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled case be, and the same is, hereby dismissed.

ORDER No. 3696.

In the Matter of
The Complaint of GEORGE STERN, ET AL.,
vs.
CUMBERLAND AND WESTERNPORT ELECTRIC
RAILWAY COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 834.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties, and full investigation of the matters and things involved having been had at a hearing held by the Commission at Frostburg, Maryland, May 15, 1917, and the Commission having determined that the complainant herein was not entitled to the relief asked, for reasons assigned at the hearing orally by the Chairman,

IT IS, THEREUPON, This sixth day of June, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled case be, and the same is, hereby dismissed.

ORDER No. 3698.

<p>In the Matter of</p> <p>The Application of WILLIAM B. STALEY to Operate a Motor Vehicle Between Hagers- town and Frederick, Maryland.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1352.</p>
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WHEREAS, William B. Staley having made application to this Commission for a permit to operate a motor vehicle for public use; and,

WHEREAS, The Commission by its Order No. 3647 passed on the 11th day of May, 1917, granted such permit; and,

WHEREAS, The Commission on the 6th day of June, 1917, by its Order No. 3693 granted a re-hearing of said cause, which said re-hearing was held at the office of the Commission on said 6th day of June, 1917; and it being the opinion and finding of the Commission after such re-hearing that the public welfare and convenience do not require the granting of said permit, but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

It Is, THEREFORE, This seventh day of June, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

~~Ordered~~, That the application of William B. Staley in this case exhibited be, and the same is, hereby refused and dismissed.

AND BE IT FURTHER ~~Ordered~~, That Order No. 3647 heretofore passed in this cause granting said permit be, and the same is, hereby rescinded and revoked.

ORDER No. 3699.

<p>In the Matter of</p> <p>M. GOTTESMAN AND SON, Complainant,</p> <p style="text-align: center;"><i>vs.</i></p> <p>THE BALTIMORE AND OHIO RAILROAD COMPANY, Defendant.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 418.</p>
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REPARATION CLAIM \$47.99.

This is a petition filed by The Baltimore and Ohio Railroad Company by C. S. Wight, its General Freight Representative, on behalf of M. Gottesman and Son, complainant, for permission to refund unto said complainant that portion of freight bills rendered and collected by said railroad company which is in excess of a just and reasonable charge upon shipment of wood pulp between points on defendant's line within the State of Maryland.

The petition sets forth that on March 18th, 1916, shipment was made by the complainant herein over the railroad of the defendant company, from Locust Point, Baltimore, Maryland, ex steamer to Providence Mills, Maryland, of two cars of wood pulp, aggregating 112,900 pounds, on which was charged and collected sixth class rate of 9.5 cents per 100 pounds as per Supplement No. 9 to defendant's freight tariff P. S. C. Md. No. 432.

There was in effect at time this shipment moved rate of \$1.05 per net ton on wood pulp, carloads, from Locust Point ex steamer to Wilmington, Delaware, which point is in same direction and on same line of road and more distant than Providence Mills. Defendant company filed with this Commission on April 10th, 1917, effective May 12th, 1917, Supplement No. 24 to its freight tariff P. S. C. Md. No. 792, making rate on wood pulp, carloads, from Locust Point ex steamer to Providence Mills, \$1.05 per net ton and it is on basis of this subsequently established rate that application is now made to refund.

It is agreed among the interested parties that any order entered herein for refund on account of excessive freight charges collected on the shipment in question shall be in favor of M. Gottesman and Son.

The complainant claims and the defendant admits that the rate lawfully applicable at the time and over the route shipment moved was under all the circumstances and conditions then existing excessive and unreasonable, and that the rate of \$1.05 per net ton, as set forth in Supplement No. 24 to defendant's freight tariff P. S. C. Md. No. 792, would be a proper and reasonable rate to be applied to the shipment in question.

Upon consideration of the matter, it is this 7th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendant, said The Baltimore and Ohio Railroad Company, is hereby authorized and empowered to refund unto the complainant, said M. Gottesman and Son, the sum of \$47.99, being the difference between the amount charged and collected, \$107.26, for the two carloads aggregating 112,900 pounds, based on rate of 9.5 cents per 100 pounds and the amount properly chargeable, \$59.27, at the rate of \$1.05 per net ton, as aforesaid, for the transportation of the shipment in question.

FURTHER Ordered, That unless otherwise ordered by this Commission the rate on wood pulp, carloads, from Locust Point, Baltimore, Maryland, ex steamer, to Providence Mills, Maryland, shall not exceed the rate contemporaneously in effect on same commodity from Locust Point, ex steamer, to Wilmington, Delaware, for a period of one year from the date of this Order.

ORDER No. 3700.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and the WESTERN UNION TELEGRAPH COMPANY for the Approval of an Agreement Dated February 24th, 1917, for the Sale by the Former to the Latter of Twelve Poles Located in District No. 3, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1370.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this eighth day of June, in the year of 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3702.

In the Matter of

The Application of PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY for an Order Permitting and Approving the Establishment of a Station and the Construction of a Suitable Building for the Accommodation of Passengers at the Intersection of Said Railroad With Edmondson Avenue, in the City of Baltimore, to Be Known as Edmondson Avenue Station, and for the Abandonment of Two Existing Stations, Known as Gwynn's Run Station and Lafayette Station, as Passenger Stations.

Before the
Public Service Commission
of Maryland.

Case No. 1190.

A further Petition having been filed in this case by the Applicant on May 31, 1917, praying the Commission for an Order permitting and approving

the construction, operation and maintenance of a stairway from Edmondson Avenue bridge to the platform or island North of tracks 3, 4 and 5 at Edmondson Avenue Station, in accordance with the plan heretofore filed and approved by the Commission by its Order No. 3313, dated December 22nd, 1916, in lieu of the bridge and stairway therefrom to said platform, with respect to which the approval and permission of the Commission was given in its Order passed on the 28th day of April, in the year 1917; and praying that the Commission permit and approve of the use of the cross-overs for passengers mentioned in and in the manner provided by the Commission's Order of April 28th, 1917, until the said stairway is completed and in use if the same is completed and in use before the 20th day of June, 1917; and the said Petition having been duly considered by the Commission, together with the reasons therein set out, and the Commission being of the opinion that the permission and approval asked for are proper, and that the granting of the same will be convenient for the public service,

IT IS, THEREFORE, This eighth day of June, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Public Service Commission of Maryland is hereby given the Philadelphia, Baltimore and Washington Railroad Company for the construction, maintenance and operation of the stairway from Edmondson Avenue bridge to the island or passenger platform to the Northward of tracks 3, 4 and 5 at Edmondson Avenue Station of the said Railroad Company in accordance with the original plans for said stairway filed in this case and known as "Plan No. 2252," in lieu of the bridge and stairway mentioned in the Commission's Order in this case dated April 28th, 1917; and for the use of the cross-overs constructed for the purpose of passage of baggage across its tracks from one platform to the other at said station at grade, with its said tracks, for the passage of its passengers to and from said island or platform to the Northward of its tracks 3, 4 and 5 at said station, until the said stairway hereinabove mentioned is completed and ready for use, which shall be within 20 days from the 1st day of June, 1917,

PROVIDED, The said Philadelphia, Baltimore and Washington Railroad Company shall station a guard at said cross-overs to advise passengers when to cross to and from said platform or island by means of said cross-overs, and to look out for their safety.

ORDER No. 3704.

In the Matter of

The Application of JESSE W. WALKER for a Permit to Operate a Motor Vehicle for Public Use in the Transportation of Freight Between Travilah, Maryland, and the Boundary Line Between the State of Maryland and the District of Columbia.

Before the

Public Service Commission
of Maryland.

Case No. 1366.

WHEREAS, Jesse W. Walker having made application to this Commission for a permit for the operation of a motor vehicle for public use in the transportation of freight between Travilah, Maryland, and the boundary line between the State of Maryland and the District of Columbia, and

WHEREAS, The application having come on for hearing in accordance with this Commission's Order No. 3474 passed May 25th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said permit,

IT IS, THEREFORE, This 9th day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Jesse W. Walker in this case exhibited be, and the same is hereby granted and that the permit applied for be issued between Travilah, Maryland, and the boundary line between the State of Maryland and the District of Columbia,

PROVIDED, That the operations of said Jesse W. Walker under authority of the permit hereby authorized to be issued shall be confined to the solicitation, acceptance, and transportation of freight and other property between Travilah and intermediate points to, but excluding milk at Rockville, on the one hand, and the boundary line between the State of Maryland and the District of Columbia, on the other hand.

ORDER No. 3706.

In the Matter of

The Petition of the WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Petitioner's Freight Tariffs to Change References to Indices and Station Lists in Said Tariffs.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 419.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 11th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, Western Maryland Railway Company to file and publish on three days' notice to the Commission and the public, supplements to petitioner's freight tariffs P. S. C. Md. Nos. 485, 495, 514, 557, 724, 741, 742, 753, 754, 755, 756, 759, 762, 778, 780 and 781 to change references to indices and station lists in said tariffs so as to make said references correspond with the new indices and station lists published in petitioner's "Official List of Freight Stations," P. S. C. Md. No. 795,

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3706 of date June 11th, 1917."

ORDER No. 3707.

In the Matter of

The Petition of THE TOLCHESTER BEACH IMPROVEMENT COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Local Passenger Tariff to Become Effective July 1st, 1917, Correcting Typographical Errors Appearing in Petitioner's Local Passenger Tariff P. S. C. Md. No. 4.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 420.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 11th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Tolchester Beach Improvement Company to file and publish on ten days' notice to the Commission and the public, petitioner's local passenger tariff to become effective July 1st, 1917, correcting typographical errors appearing in petitioner's local passenger tariff P. S. C. Md. No. 4; the fares in tariff published under authority of this Order to be as shown in exhibit filed herein, said tariff to also publish fares to apply between Baltimore and Fredericktown during excursion season,

PROVIDED, Said tariff be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3707 of date June 11th, 1917."

ORDER No. 3708.

<p style="text-align: center;">In the Matter of</p> <p>The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 388.</p>	}	<p style="text-align: center;">Before the</p> <p style="text-align: center;">Public Service Commission of Maryland.</p> <p style="text-align: center;">S. N. & R. Docket.</p> <p style="text-align: center;">Case No. 421.</p>
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 12th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 388, to add to said tariff the following exception to Rule 12 of Official Classification:

“Ice and Salt will be furnished for shipments of Butter, Cheese and Eggs, in straight or mixed lots of 15,000 pounds or over, for one destination.”

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

“Issued under special permission of the Public Service Commission of Maryland, Order No. 3708 of date June 12th, 1917.”

ORDER No. 3709.

<p style="text-align: center;">In the Matter of</p> <p>The Application of CITIZENS LIGHT, HEAT AND POWER COMPANY OF SALISBURY for an Order Permitting and Approving the Exercise of the Franchises Granted It by the County Commissioners of Garrett County, Maryland, and by Mayor and Council of Grantsville, Maryland.</p>	}	<p style="text-align: center;">Before the</p> <p style="text-align: center;">Public Service Commission of Maryland.</p> <p style="text-align: center;">Case No. 1367.</p>
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This case coming on to be heard, the petition, affidavits and other papers having been duly examined, it is this twelfth day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the exercise by Citizens Light, Heat and Power Company of Salisbury, a corporation incorporated under the laws of the Commonwealth of Pennsylvania, and duly authorized to transact business in the State of Maryland, as appears from the certificate of the Secretary of State of Maryland filed in these proceedings (File No. 3), of the franchise granted it on the sixth day of November, Nineteen Hundred and Sixteen, by the Ordinance of the Mayor and Council of Grantsville, in Garrett County, Maryland, "to raise, erect, construct and maintain poles, wires, cables, guy poles and guy wires in and on all of the highways, streets, avenues, alleys and public places of the town of Grantsville, as the same now exist, wherein the Mayor and Council have jurisdiction, and all highways, streets, avenues, alleys, lanes and public places which may hereafter be laid out, or used or exist in said town of Grantsville, and to lay conduits under all highways, streets, avenues, alleys, lanes and public places as they now exist in said town of Grantsville or may hereafter be laid out, used or exist in said town, and to construct, erect and maintain all stations, connections and appliances thereto and therewith, wherever and wherein the Mayor and Council have jurisdiction, for the purpose of supplying electric current, light, heat and power in and to said town of Grantsville, to any and all persons, firms and corporations who may desire the use thereof for light or any other purpose, and for and during the term of fifty years from the date of the passage or adoption hereof," be and the same is hereby permitted and approved, subject to the terms, conditions and stipulations in said Ordinance contained.

2. That the exercise by the said Citizens Light, Heat and Power Company of Salisbury of the franchise granted it by the Order of the County Commissioners of Garrett County, dated the eighth day of May, in the year Nineteen Hundred and Seventeen, and filed in these proceedings (File No. 4), "to erect and maintain poles and wires for the purpose of supplying electric light, heat and power, in Garrett County, Maryland, along the County Roads leading from the Pennsylvania and Maryland State line to Grantsville, Garrett County, Maryland, the route of said line being as follows, to wit: Entering Garrett County at the farm of E. S. Miller and from thence to the land of John D. Yoder, Jr., and from his land across the County Road and along the County Road and the land of Edward Yoder to the land of Simon Yoder, and from his land to that of Daniel Bender, and following the County Road along the lands of Daniel Bender and Ezra Yoder, then across the lands of Ezra Yoder, the Amish Mennonite Orphans' Home and Simon J. Miller to the County Road near Simon J. Miller's residence, and across the County Road and following said County Road along the lands of Simon J. Miller, Jonas B. Miller and Harvey Yoder and across the land of Harvey Yoder to the corporation limits of the town of Grantsville, Garrett County, Maryland," be and the same is hereby permitted and approved, subject to the terms, conditions and stipulations in said Order contained.

The Commission having determined after due hearing that the exercise of said franchises is necessary and convenient for the public service.

ORDER No. 3711.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Between Said Company and the CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY, Dated June 1st, 1917, for the Sale by the Former to the Latter of One Pole Located on the East Side of the Alley in the Rear of 512 South East Avenue, District No. 12, Baltimore County, Maryland, Under the Terms and Provisions of Order No. 2954, Entered June 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1373.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fourteenth day of June, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3712.

In the Matter of

The Application of THE BALTIMORE AND OHIO RAILROAD COMPANY for Authority to Issue \$16,250,500 of Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds, and \$10,000,000 of Refunding and General Mortgage Bonds of The Baltimore and Ohio Railroad Company.

Before the
Public Service Commission
of Maryland.

Case No. 1371.

WHEREAS, The Baltimore and Ohio Railroad Company has filed with this Commission an application and report from which it appears that the Toledo and Cincinnati Railroad Company is now being organized to acquire

certain railroads in the State of Ohio, aggregating about 374 miles, formerly belonging to The Cincinnati, Hamilton and Dayton Railway Company and connecting with the railroads of The Baltimore and Ohio System at various points in Ohio, in pursuance of a plan of reorganization of The Cincinnati, Hamilton and Dayton Railway Company filed with said application, and it appearing from said application that The Baltimore and Ohio Railroad Company will become the owner of all the capital stock—\$5,000,000, and all the First and Refunding Mortgage Bonds—\$16,250,500, and all the Adjustment and Improvement Mortgage Bonds—\$20,000,000, of the Toledo and Cincinnati Railroad Company, and that the Baltimore and Ohio Railroad Company proposes to issue its Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds to the amount of \$16,250,500 to be secured by a pledge of a like amount of said First and Refunding Mortgage Bonds and to be dated July 1, 1917; to mature July 1, 1959; \$11,250,500 thereof to be issued as Series A to bear interest at the rate of 4% per annum, and to be redeemable on any semi-annual interest date, in whole or in part, at 102½% of their face value and accrued interest; and \$5,000,000 thereof to be issued as Series B to bear interest at the rate of 5% per annum, and to be redeemable on any semi-annual interest date, in whole or in part, at 105% of their face value and accrued interest; said Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds to be issued and exchanged under said plan for certain existing securities of The Cincinnati, Hamilton and Dayton Railway Company and to provide the cash requirements of the plan; and it further appearing that The Baltimore and Ohio Railroad Company proposes to issue and sell in reimbursement of expenditures heretofore made and expenditures to be made in the acquisition of said stock and said bonds of The Toledo and Cincinnati Railroad Company, \$10,000,000 of The Baltimore and Ohio Railroad Company's Refunding and General Mortgage Bonds, Series A to be dated December 1, 1915, to mature December 1, 1995, to bear interest at the rate of 5% per annum, and to be redeemable on or after June 1, 1925, at a premium of 5%; and the Commission being of the opinion that the use of the capital to be secured by the issue of such bonds is reasonably required for the said purposes of the said corporation, IT IS, THEREFORE, This fifteenth day of June, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the issue of \$16,250,500 of said Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds of The Baltimore and Ohio Railroad Company for the uses and purposes aforesaid is hereby approved.

AND BE IT FURTHER **Ordered,** That the issue and sale of \$10,000,000 of said Refunding and General Mortgage Bonds, Series A, is hereby approved.

ORDER No. 3714.

In the Matter of

The Application of THE HAGERSTOWN AND
FREDERICK RAILWAY COMPANY for Author-
ity to Reduce and Re-adjust Its Capitali-
zation by Issuing \$600,000.00 Face
Amount of Ten-Year Gold Coupon Notes,
\$842,500.00 Par Value of 6% Preferred
Stock and \$1,483,450.00 Par Value of
Common Stock for the Discharge of Law-
ful Refunding of \$1,225,000.00, Face
Amount, of Its Adjustment Bonds, \$635,-
000.00, Par Value, of Its 7% Preferred
Stock, and \$2,000,000.00, Par Value, of Its
Common Stock.

Before the
Public Service Commission
of Maryland.

Case No. 1347.

WHEREAS, The Hagerstown and Frederick Railway Company applied to this Commission by petition in this case for an order authorizing it to reduce and readjust its capitalization by the issuance of \$600,000.00, face amount, of Six Per Cent. Ten-Year Gold Coupon Notes (being part of a proposed authorized issue of \$1,200,000.00 of Ten-Year Gold Coupon Notes), \$842,500.00, par value, of Six Per Cent Preferred Stock and \$1,483,450.00, par value, of Common Stock, to refund or lawfully discharge \$1,225,000.00, face amount, of its Adjustment Bonds, \$635,000.00, par value, of its Seven Per Cent Preferred Stock and \$2,000,000.00, par value, of its Common Stock, as set forth in the petition and the exhibits filed therewith; and

WHEREAS, After due consideration of the petition and the exhibits filed therewith, and after due hearing and testimony at such hearing, the Commission by Order No. 3637 authorized the issuance of such notes and stock; and

WHEREAS, The applicant has filed in this case a supplemental petition for authority to issue, for the same purposes, \$29,500.00, par value, of Common Stock in addition to the amount authorized by said Order No. 3637; and

WHEREAS, After due consideration of the supplemental petition and exhibits filed therewith and after due hearing and testimony at such hearing, the Commission is of the opinion that the capital to be secured by the issuance of such stock is reasonably required for the purposes of its applicant, to wit, the discharge or lawful refunding of its obligations.

IT IS, THEREFORE, This 18th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That The Hagerstown and Frederick Railway Company be and it is authorized to issue \$29,500.00, par value, of Common Stock in addition to the notes and stock authorized by Order No. 3637, made in this Case, to refund or lawfully discharge \$1,225,000.00, face amount, of its

Adjustment Bonds, \$635,000.00, par value, of its Seven Per Cent Preferred Stock and \$2,000,000.00, par value, of its Common Stock, as set forth in the petition and the exhibits filed therewith.

AND IT IS FURTHER **Ordered**, That the Common Stock authorized to be issued by this Order be included in the reports required to be made to this Commission by Order No. 3637.

ORDER No. 3715.

In the Matter of

The Application of MARYLAND, DELAWARE
AND VIRGINIA RAILWAY COMPANY for an
Order Permitting and Approving the Shift-
ing and Extension of Its Side Track at
Willoughby, Queen Anne's County, Mary-
land.

Before the

Public Service Commission
of Maryland.

Case No. 1374.

WHEREAS, It appears from the petition and exhibit filed in the above entitled matter that the proposed changes are necessary and convenient for the public service; and the Commission being of the opinion that a hearing in this case is unnecessary under the terms and provisions of Section 26 of the Public Service Commission Law,

IT IS, THEREFORE, This eighteenth day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That the shifting and construction proposed in the above entitled application be, and the same are hereby, permitted and approved.

ORDER No. 3718.

In the Matter of

The Petition of the CRISFIELD LIGHT AND
POWER COMPANY for Permission Under
Section 15 of the Public Service Commis-
sion Law to File and Publish on Less Than
Statutory Notice Petitioner's Gas Rate
Schedule P. S. C. Md. No. 3.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 422.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 20th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the Crisfield Light and Power Company to file and publish on five days' notice to the Commis-

sion and the public, petitioner's gas rate schedule P. S. C. Md. No. 3, to become effective July 1st, 1917; said schedule to contain rates, rules and regulations similar to those contained in copy of schedule submitted to the Commission for filing on June 6th, 1917, save in so far as modifications of certain of the rates, rules and regulations therein contained are necessary in order to conform to the requirements of the Public Service Commission Law and the rules and regulations of the Commission, as set forth in Report No. 107 of the Rate Clerk of the Commission,

PROVIDED, Said schedule be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said schedule shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3718 of date June 20th, 1917."

ORDER No. 3719.

In the Matter of

The Petition of THE TOLCHESTER BEACH IMPROVEMENT COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Petitioner's Passenger Tariff P. S. C. Md. Nos. 4 and 5.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No 423.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 20th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Tolchester Beach Improvement Company to file and publish on one day's notice to the Commission and the public, Supplement No. 1 to petitioner's passenger tariff P. S. C. Md. No. 4, to become effective June 23rd, 1917, and Supplement No. 2 to petitioner's passenger tariff P. S. C. Md. No. 5, to become effective July 1st, 1917; said supplements to contain fares in accord with those shown in specimen copies of said supplements herein filed,

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3719 of date June 20th, 1917."

ORDER No. 3720.

In the Matter of

The Application of BALTIMORE, CHESAPEAKE
AND ATLANTIC RAILWAY COMPANY for an
Order Permitting and Approving the Ex-
tension of the Freight Siding at Mardela
Springs, Wicomico County, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1375.

WHEREAS, It appears from the petition and exhibit filed in the above entitled matter that the proposed extension is necessary and convenient for the public service, and the Commission being of the opinion that a hearing in this case, under the terms and provisions of Section 26 of the Public Service Commission Law, is unnecessary,

IT IS, THEREFORE, This twentieth day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That the proposed extension of Mardela Springs siding, as set forth in said petition, be, and the same is hereby, permitted and approved.

ORDER No. 3723.

In the Matter of

The Complaint of B. C. SCHILDKNECHT

vs.

WASHINGTON COUNTY WATER COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1368.

The above cause having been previously set for hearing and having been heard on the date hereof, when both parties were represented in person or by counsel, and an oral opinion having been rendered by the Commission, through its Chairman, in which the conclusion was reached that the complainant is not entitled to the relief for which he has prayed,

IT IS, THEREFORE, This 21st day of June, in the year Nineteen Hundred and Seventeen, for the reasons assigned in the aforesaid oral opinion, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3724.

In the Matter of	}	Before the
The Application of THE DUNDALK COMPANY for an Order Permitting and Approving the Exercise of the Franchise Granted by Its Certificate of Incorporation.		Public Service Commission of Maryland.
		Case No 1372.

Ordered, This twenty-second day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland, that the exercise by The Dundalk Company of the franchise granted it by its Charter or Certificate of Incorporation, a duly certified copy whereof is filed in these proceedings (File No. 3), be, and the same is hereby, permitted and approved, so far as it pertains to matters and things falling within the jurisdiction of this Commission, the Commission having determined, after due hearing, that the exercise of said franchise is necessary and convenient for the public service.

ORDER No. 3726.

In the Matter of	}	Before the
The Petition of the Railroads Operating Within the State of Maryland for Permis- sion Under Section 15 of the Public Serv- ice Commission Law to File and Publish on Less Than Statutory Notice Rule Modi- fying Present Effective Rules Governing Reconsignment and Diversion of Ship- ments of Bituminous Coal.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 424.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 26th day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, railroads operating within the State of Maryland to file and publish on one day's notice to the Commission and the public, tariffs establishing rule modifying present effective rules governing reconsignment and diversion of shipments of bituminous coal, as follows:

"These rules will not apply on shipments of bituminous coal which are loaded in hopper or self-clearing cars of the following ownership (see note) except that upon arrival at destination and

before placement for unloading, such shipments may be reconsigned once to a new consignee or delivery within the switching limits of the original destination. When this Company acts as a switching road, hopper or self-clearing cars will not be reconsigned under any circumstances.

NOTE:

Bessemer & Lake Erie Railroad
Baltimore & Ohio Railroad
Baltimore & Ohio Southwestern
Cincinnati, Hamilton & Dayton Ry.
Chesapeake & Ohio Railway
Cincinnati, New Orleans & Texas Pacific Railway
Coal & Coke Railway
Erie Railroad
Hocking Valley Railway
Kanawha & Michigan Railway
Louisville & Nashville Ry.
Montour Railroad
Wheeling & Lake Erie Railroad
New York Central Railroad
Norfolk & Western Railway
Pennsylvania Railroad
Pennsylvania Lines West of Pittsburgh
Pittsburg, Chartiers & Youghiogeny Railway
Pittsburg & Lake Erie R. R.
Sandy Valley & Elkhorn Ry.
Toledo & Ohio Central Ry.
Union Railroad
Wabash-Pittsburgh Terminal Ry.
West Side Belt Railroad
Western Maryland Railway
Pittsburgh & West Virginia Ry. (Wabash Pittsburgh Terminal)."

PROVIDED, Said tariffs be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3726 of date June 26th, 1917."

ORDER No. 3727.

In the Matter of

The Complaint of the PUBLIC SERVICE
COMMISSION OF MARYLAND

vs.

THE UNITED RAILWAYS AND ELECTRIC COM-
PANY OF BALTIMORE, a Body Corporate,
With Respect to the "Skip-Stop" Plan of
Operating Its Cars.

Before the

Public Service Commission
of Maryland.

Case No. 1378.

WHEREAS, Some time since the United Railways and Electric Company of Baltimore, a body corporate of the State of Maryland, made a formal application to the Public Service Commission for leave to operate its cars, to such an extent as might be deemed advisable by it, upon the "skip-stop" plan, that is to say, upon the plan of not stopping at every street corner, or other ordinary fixed point for stopping, but of intermitting, or skipping, one or more out of every two or more of such stopping points, for the purpose of expediting the general speed of its cars and of preventing, as far as possible, the movement of its through, or long distance, passenger traffic from being unduly retarded by the movement of its short distance passenger traffic; and,

WHEREAS, The said Commission was unwilling to grant said leave to the Street Railway Company in advance of an actual trial by the said applicant of said "skip-stop" plan and in advance of the public opinion developed by such trial; and,

WHEREAS, Afterwards said "skip-stop" plan of operation was, as it still is being, actually tried by the Street Railway Company on certain of its lines, and the said Commission has, through its transportation expert, kept the actual workings of said plan under observation and has accumulated a considerable amount of data in relation thereto; and,

WHEREAS, Since said "skip-stop" plan of operation went into effect a large number of communications in regard to its results have been addressed to the said Commission, some condemning and some commending said "skip-stop" plan of operation; and,

WHEREAS, The said Commission is advised that the best way of collecting all the facts bearing upon said "skip-stop" plan of operation, whether favorable or adverse thereto, and of offering everyone who is concerned in the premises a full opportunity to be heard in opposition to or in advocacy of the said "skip-stop" plan of operation and of enabling the said Commission to arrive at a just and reasonable determination of the whole controversy, is for the said Commission to itself file a complaint consolidating, in effect, all the remonstrances which have been filed with the said Commission against said "skip-stop" plan;

Now, **THEREFORE**, Albert G. Towers, E. Clay Timanus and Philip D. Laird, members of the Public Service Commission of Maryland, by W. Cabell Bruce, their General Counsel, complaining against the said Street Railway Company, do hereby say:

That said "skip-stop" plan of operation is unjust and unreasonable and productive of inadequacy of service and creates a much larger measure of public inconvenience, discomfort and hardship than any it does away with,

WHEREFORE, It is this twenty-seventh day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That a copy of this complaint and order be forwarded to the said United Railways and Electric Company of Baltimore and that the matter complained of be satisfied by said body corporate, or that the charges therein be answered, in writing, by said body corporate within ten (10) days from the service of this complaint and order.

ORDER No. 3730.

In the Matter of

The Application of **BALTIMORE, CHESAPEAKE AND ATLANTIC RAILWAY COMPANY** for an Order Permitting and Approving the Construction of a Private Siding Six-tenths of One Mile West of Rhodesdale in Dorchester County, Maryland, for the Use of Charles P. Barnes.

Before the
Public Service Commission
of Maryland.

Case No. 1379.

WHEREAS, It appears from the petition and exhibit filed in the above entitled matter that the proposed construction is necessary and convenient for the public service, and the Commission being of the opinion that a hearing is not required under the terms and provisions of Section 26 of the Public Service Commission Law,

It Is, **THEREFORE**, This twenty-eighth day of June, 1917, by the Public Service Commission of Maryland,

Ordered, That the construction proposed in the above mentioned application be, and the same is hereby, permitted and approved.

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ORDER No. 3731.

In the Matter of

The Application of THE BALTIMORE AND OHIO RAILROAD COMPANY for Authority to Issue \$16,250,500 of Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds, and \$10,000,000 of Refunding and General Mortgage Bonds of the Baltimore and Ohio Railroad Company.

Before the
Public Service Commission
of Maryland.

Case No 1371.

WHEREAS, By its Order No. 3712, passed in the above entitled case on the 15th day of June, in the year Nineteen Hundred and Seventeen (File No. 11), this Commission authorized the applicant, The Baltimore and Ohio Railroad Company, to issue \$16,250,500 of its Toledo-Cincinnati Division First Lien and Refunding Mortgage bonds, \$11,250,500 whereof were to be used for exchange for other securities under the Plan of Reorganization of The Cincinnati, Hamilton and Dayton Railway Company, and \$5,000,000 whereof were to be sold to provide money for the cash requirements of said Plan of Reorganization; and also authorized said The Baltimore and Ohio Railroad Company to issue \$10,000,000 of its Refunding and General Mortgage Bonds, Series A, to reimburse it for expenditures made and to be made in subscription to the acquisition of certain securities of The Toledo and Cincinnati Railroad Company; and

WHEREAS, By its supplementary petition filed in these proceedings on the 25th day of June, 1917 (File No. 15), said applicant represents that, since the passage of said Order No. 3712, its President and Board of Directors has determined that it is not advisable at this time to offer for sale either the said \$5,000,000 of Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds for the purpose above set forth, or the said \$10,000,000 of the Refunding and General Mortgage Bonds of The Baltimore and Ohio Railroad Company for the purposes in said original application named, and has prayed for authority to issue, in lieu thereof, its notes as follows:

Seven million five hundred thousand dollars of its Five Per Cent Secured Gold Notes, Series A, to bear interest at the rate of 5 per cent from July 1, 1917, and to be payable in one year on July 1, 1918;

Seven million five hundred thousand dollars of its Five Per Cent Secured Gold Notes, Series B, to bear interest at the rate of 5 per cent from July 1, 1917, and to be payable in two years on July 1, 1919; said notes to be secured by \$10,000,000 Refunding and General Mortgage Bonds of The Baltimore and Ohio Railroad Company, 60,000 shares of the First Preferred Stock of the Reading Company, 60,000 shares of the Second Preferred Stock of said Reading Company and 60,000 shares of the Common Stock of said Reading Company; and

WHEREAS, After due hearing, the Commission is of the opinion that said Order No. 3712, may properly be modified as prayed, and that the capital to be secured by the issue of said notes is reasonably required for the afore-said purposes of said corporation,

IT IS, THEREFORE, This 29th day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That The Baltimore and Ohio Railroad Company be, and is hereby, authorized to issue its Five Per Cent Secured Gold Notes in the total sum or amount of fifteen millions of dollars (\$15,000,000) in two series, as follows:

Series A, in the aggregate sum or amount of Seven Million and Five Hundred Thousand Dollars (\$7,500,000), payable on July 1, 1918, and to bear interest at the rate of five per cent from July 1, 1917.

Series B, in the aggregate sum or amount of Seven Million and Five Hundred Thousand Dollars (\$7,500,000), payable on July 1, 1919, and to bear interest at the rate of five per cent from July 1, 1917.

IT IS FURTHER **Ordered**, That said The Baltimore and Ohio Railroad Company is hereby authorized to issue and pledge and deposit as security for the notes herein authorized to be issued, ten millions of dollars (\$10,000,000) of the Refunding and General Mortgage Bonds of The Baltimore and Ohio Railroad Company, and sixty thousand (60,000) shares of the First Preferred Stock of the Reading Company, sixty thousand (60,000) shares of the Second Preferred Stock of the Reading Company and Sixty Thousand (60,000) shares of the Common Stock of the Reading Company.

IT IS FURTHER **Ordered**, That so much of said Order No. 3712, as authorizes the sale of \$5,000,000 of Toledo-Cincinnati Division First Lien and Refunding Mortgage Bonds and the sale of \$10,000,000 of Refunding and General Mortgage Bonds of the Baltimore and Ohio Railroad Company, be, and the same is, hereby suspended, until a further order of the Commission with respect thereto is passed, the issue of said last mentioned bonds being authorized at this time for the purpose of pledge and security as above set forth.

ORDER No. 3732.

In the Matter of	Before the
The Application of JOHN T. HOPKINS for Permission to Add One Additional Round Trip to His Present Schedule Between Bel Air and Havre de Grace, Maryland.	Public Service Commission of Maryland. Case No. 1344.

Upon further consideration of the record in the above entitled case, it appearing to the Commission that a modification of its Order No. 3603 entered herein on the 24th day of April, in the year 1917, is reasonable and proper,

It Is, **THEREFORE**, This 29th day of June, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That Order No. 3603 entered herein by the Commission on April 24th, 1917, be and the same is hereby abrogated and set aside.

It Is **FURTHER Ordered**, That the application of John T. Hopkins in this case exhibited be, and the same is hereby granted and that the permit applied for be issued adding one round trip daily to present schedule between Bel Air and Havre de Grace,

PROVIDED, That said John T. Hopkins shall not, on the additional daily round trip hereby authorized, transport passengers locally between Bel Air and Churchville.

FURTHER Ordered, That permit No. A 149 issued by this Commission on January 24th, 1917, be, and it is hereby revoked and that new permit be issued to said John T. Hopkins, authorizing the operation by him of one additional round trip daily to his present schedule of motor vehicle operating for public use between Bel Air and Havre de Grace, subject to the restrictions hereinbefore contained, upon re-adjustment of license charges as by Section 26¼ of the Public Service Commission Law provided.

ORDER No. 3738.

In the Matter of

The Petition of the Railroads Operating
Within the State of Maryland for Per-
mission Under Section 15 of the Public
Service Commission Law to File and Pub-
lish on Less Than Statutory Notice Rule
Modifying Present Effective Rules Govern-
ing Reconsignment and Diversion of Ship-
ments of Bituminous Coal.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 424.

Upon supplemental petition this day filed herein it is, after due consid-
eration, this 2nd day of July, in the year Nineteen Hundred and Seventeen,
by the Public Service Commission of Maryland,

Ordered, That the list of cars of excepted ownership shown in this
Commission's Order No. 3726 entered on June 26th, 1917, be and the same
is hereby extended so as to include cars of following ownership:

Cumberland & Pennsylvania Railroad
Huntington & Broad Top Mt. R. R. & Coal Co.
Georges Creek & Cumberland Railroad.

ORDER No. 3742.

In the Matter of The Petition of ERNEST L. FRAILEY, Operating Motor Vehicle for Public Use, for • Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Tariff Changing the Rates Charged for the Transportation of Milk.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 425.
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 5th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, Ernest L. Frailey, operating motor vehicle for public use, to file and publish on one day's notice to the Commission and the public, tariff changing as of July 10th, 1917, the rates charged for the transportation of milk, to following basis:

	PER GAL.	
	<i>Milk</i>	<i>Cream</i>
Laytonsville-Redland Cross Rds.....	3½c	3½c
Redland Cross Rds.-Rockville.....	2½c	2½c
Rockville-Washington.....	1¾c	

PROVIDED, Tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3742 of date July 5th, 1917."

ORDER No. 3746.

In the Matter of

The Petitions of THE PENNSYLVANIA RAILROAD COMPANY and the WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioners' Freight Tariffs Increasing the Charge for Handling Iron and Steel Articles and Decreasing the Free Storage Period Allowed on Such Articles, Unloaded From Cars at Baltimore, Maryland.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 426.

The above mentioned petitions having been received and filed, upon consideration thereof, it is this 6th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company and the Western Maryland Railway Company to file and publish on five days' notice to the Commission and the public, petitioners' freight tariffs increasing the charge for handling iron and steel articles, domestic or export, unloaded from cars upon open piers, bulkheads or lands of Pennsylvania Railroad at Canton Station, Baltimore, Maryland, and of Western Maryland Railway at Port Covington and storage yards at Westport, Maryland, and at Baltimore, Maryland, and outer yards (Leahigh yards and east thereof) excluding Hillen Station, from thirty-five cents (35c) to fifty cents (50c) per ton and decreasing the free storage period from sixty (60) days to fifteen (15) days, and providing changes in and additions to lists of articles subject to the charges aforesaid, all as shown in specimen copies of pertinent parts of tariffs to be issued under authority of this Order, filed herein as exhibits,

PROVIDED, Said tariffs be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3746 of date July 6th, 1917."

ORDER No. 3749.

<p style="text-align: center;">In the Matter of</p> <p>The Petition of Common Carriers Operating Within the State of Maryland for Per- mission Under Section 15 of the Public Service Commission Law to File and Pub- lish on Less Than Statutory Notice Freight Tariffs Effecting Increases in Freight Rates.</p>	}	<p style="text-align: center;">Before the</p> <p style="text-align: center;">Public Service Commission of Maryland.</p> <p style="text-align: center;">S. N. & R. Docket.</p> <p style="text-align: center;">Case No. 427.</p>
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WHEREAS, Various common carriers operating within the State of Maryland some time since filed with the Public Service Commission of Maryland special supplements to freight tariffs proposing to increase, effective July 1st, 1917, rates and charges on Maryland intrastate traffic in effect on said July 1st, 1917, the form of such special supplements being permitted by this Commission's Order No. 3627, entered May 2nd, 1917, and

WHEREAS, Like special supplements to freight tariffs proposing to increase freight rates and charges on interstate traffic were contemporaneously filed with the Interstate Commerce Commission, and

WHEREAS, The Interstate Commerce Commission has, after investigation and hearing, ordered the operation of said special supplements to freight tariffs suspended until October 28th, 1917, and has granted authority to said carriers to increase their interstate class rates approximately 15 per cent. upon publishing and filing with said Interstate Commerce Commission upon not less than five days' notice tariffs containing said increased freight rates, and

WHEREAS, Some of said common carriers have suspended the operation of said special supplements to freight tariffs increasing Maryland intrastate freight rates and charges until October 28th, 1917, under authority of this Commission's Circular No. 10G of date February 11th, 1914, while other carriers desire to effect the suspension and cancelation by one and the same supplement, and

WHEREAS, The Baltimore and Ohio Railroad Company by William Ainsworth Parker, its General Attorney, has, on behalf of all railroads and other common carriers publishing Maryland intrastate freight rates, made application to this Commission for permission under Section 15 of the Public Service Commission Law to file and publish on less than statutory notice tariffs containing a 15 per cent. increase in class rates applying on Maryland intrastate freight traffic, and for permission to cancel the afore-said special supplements to freight tariffs, some of which are now under suspension until October 28th, 1917, and

WHEREAS, It appears that said carriers desire to have said increased intrastate freight rates become effective on the same date on which said increased interstate rates shall become effective for purpose of simplicity, and in order to avoid confusion incident to having two sets of tariffs in the

hands of said carriers' agents at the same time, one for interstate and another for intrastate traffic, and

WHEREAS, After due consideration it appears that the application of said carriers is reasonable and proper, and should be granted, it is this 6th day of July, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That permission be and is hereby given to all the common carriers in the State of Maryland, in whose behalf said application has been made to this Commission, to file and publish on five days' notice to the Commission and the public tariffs containing an increase not exceeding 15 per cent. in class rates applicable to transportation of Maryland intrastate freight traffic, and to cancel the special supplements to freight tariffs, some of which are now under suspension until October 28th, 1917,

PROVIDED, That tariffs containing said rates and providing for the cancellation of said special supplements shall be filed with the Commission upon issuance of this order, and shall be published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3749 of date July 6th, 1917."

AND IT IS FURTHER **Ordered,** That by passing this order the Public Service Commission is not to be taken as in any sense whatever approving any rates that may be filed under the authority of this order; all such rates being left as fully subject to investigation and correction on complaint, or on the Commission's own motion under the provisions of the Public Service Commission Law as if this order had never been passed.

OPINION.

In the Matter of

The Application of the BALTIMORE COUNTY
WATER AND ELECTRIC COMPANY for Per-
mission to Change and Readjust Its Sched-
ules of Quarterly Minimum Charges or
Rates on Metered Water Supply Service.

Before the
Public Service Commission
of Maryland.
Case No. 375.

Appearances:

ALBERT H. WEHR, President, for the Company;
CARVILLE D. BENSON and T. SCOTT OFFUTT, for Protestants;
OSBOENE I. YELLOTT, Assistant General Counsel, for the Commis-
sion and on behalf of the Public.

Hearings: June 12, 1912; May 2, 1917, and June 6, 1917.

LAIRD, Commissioner.

July 6, 1917.

This investigation had its origin in an application filed June 3, 1912, by the Baltimore County Water and Electric Company (File No. 2) for per-

mission to make certain changes in its schedule of rates and rules for water service filed with the Commission November 1, 1910. Thereupon the Commission passed its Order No. 757 (File No. 5), setting the application for hearing on June 12, 1912, and providing for the publication of notice of the hearing. This was followed by the filing of a number of protests against the proposed changes. It became apparent at the hearing that the matters in controversy would require for their proper adjustment a valuation of the property of the Company; and it was agreed that the hearing should be adjourned until such valuation could be made, which it was then hoped could be proceeded with in a short time. It so happened, however, that the patrons of the Company were content, upon the whole, to let matters stand as they were and no further move was made upon their part. On June 29, 1912, the Company filed with the Commission an elaborate compilation of data (File No. 45) relating to the changes in rates and the effect they would have upon each one of the different classes of consumers.

In the meantime important and expensive investigations were in progress which employed the time of the Commission's Engineering and Accounting Departments and absorbed all of the funds at its disposal for investigation purposes. The result was that this case was permitted to rest much longer than it should have done, but not without some compensation, inasmuch as the Commission's experience in other extensive investigations has enabled it to apply to the present one methods of appraisal far more satisfactory, considering the peculiar lay-out of the Company's property and other circumstances, than would have been possible at the time the proceeding was instituted.

In the meantime also the Company has conceived some changes in the proposed rates and suggested that the Commission should first ascertain the fair value of its property for rate-making purposes and the return which the Company would be permitted to earn, in order that it might adjust its schedules of rates and rules in accordance with conditions which it would be required to meet. This seemed to be a wise suggestion, because it would enable the protestants and all others concerned to study the rates and rules which the Company may submit in the light of a careful appraisal of its properties and of the study and findings of the Commission of the values upon which the rates of the Company should be based. This opinion therefore covers only the value of the property and the rate of return.

On January 5, 1916, the Company filed an inventory and appraisal of its property as of June 30, 1914, filling two volumes aggregating 971 pages (File Nos. 46 and 47). At this time the Commission directed the Assistant General Counsel to take and carry to conclusion a valuation of the property of the Company on behalf of the Commission and in his capacity as People's Counsel, and shortly thereafter the Chief Engineer was directed to proceed to make at once not less than a ten per cent check of the Company's inventory of its property.

HISTORY.

The Baltimore County Water and Electric Company of Baltimore County was incorporated on the 7th day of May, 1900, by Articles of Agreement of Consolidation between The Chesapeake Electric and Water Company of Baltimore County and The Catonsville Water Company. (For history of these companies, see File No. 46, pages 29-74, which gives in extenso the several charters and articles of agreement.)

By the articles of agreement the Baltimore County Water and Electric Company is authorized to issue stock to the amount of \$300,000.00 divided into 6,000 shares of the par value of \$50.00 per share, and to assume all of the bonded and other indebtedness and obligations of every kind of each of the parties thereto, and shall pay to the stockholders of the Catonsville Water Company the sum of \$50,000.00 in cash, and \$100,000.00 in full paid and non-assessable stock, taken at its par value, of the new company; and to the stockholders of the Chesapeake Electric and Water Company of Baltimore County the sum of \$150,000.00 in its full paid and non-assessable stock taken at its par value. The consolidated company is also authorized to create an issue of first consolidated mortgage bonds of the par value of one million dollars (\$1,000,000.00), bearing interest at the rate of five per centum per annum and payable forty years from June 1, 1900. Of this issue there were to be reserved a sufficient number to retire \$75,000.00 first mortgage bonds and \$200,000.00 or so much thereof as may have been issued, general mortgage bonds of The Chesapeake Electric and Water Company of Baltimore County and \$60,000.00 or so much thereof as may have been issued, first mortgage bonds of the Catonsville Water Company, the remaining bonds to be sold as the proceeds are required to provide means with which to pay the present stockholders of the Catonsville Water Company as provided, and the expenses of the consolidation and payment of unsecured debts against the respective corporations, parties to the agreement, and constructing extensions to the plant and equipment of the consolidated company from time to time.

Several amendments of the charter have been made, which it is unnecessary to set forth here, except the one of February 17, 1910, by which the capital stock of the company was increased from \$300,000.00 to \$600,000.00, and in the certificate of amendment we find the statement that the original stock had been issued in pursuance of the agreement of consolidation, namely, \$100,000.00 to the stockholders of the Catonsville Water Company, \$150,000.00 to the stockholders of The Chesapeake Electric and Water Company of Baltimore County, and \$50,000.00 sold for cash at par.

By an Act of the General Assembly of Maryland, passed at the session of 1894, the Towson Water Company was incorporated. It does not appear to what extent this company constructed its plant, but on June 30, 1900, it conveyed all of its property, privileges and franchises to The Baltimore County Water and Electric Company and ceased to do business. Its field of operation became a part of the Northern District of the last named company.

THE TERRITORY SERVED.

At the time this proceeding was instituted, in June, 1912, The Baltimore County Water and Electric Company operated an electric plant as well as a water plant. Subsequently the electric plant was sold to the Consolidated Gas Electric Light and Power Company of Baltimore, and this investigation is not embarrassed by any connections whatsoever with other utilities operated by this Company. The territory served by the Company is that portion of Baltimore County contiguous to Baltimore City, and for purposes of service and rates is divided into three districts, the Eastern District, comprising that part of Baltimore County east of Baltimore City, and as from time to time enlarged and extended by additions to the distributing system of the Company, which it supplies with water from the Herring Run Supply of the Company and now comprises Highlandtown, Canton, Orangeville and vicinities; the Western District, comprising that part of Baltimore County west and southwest of Baltimore City, and as from time to time enlarged and extended by additions to the distribution system of the Company, which is supplied with water directly from the Avalon supply of the Company, and now comprises principally portions of the territory of said county south of Edmondson Avenue, with a few outlying sections north of Edmondson Avenue, such as Rolling Road, Winter's Lane, Harlem Lane and Nunnery Lane; and the Northern District, comprising that part of Baltimore County northwest, north and northeast of Baltimore City, and as from time to time enlarged and extended by additions to the distributing system of the Company which is supplied with water indirectly from the Avalon Supply, through the repumping Station of the Company at Catonsville, and now comprises portions of said county from the north side of Edmondson Avenue (with the exceptions included in the Western District) to the Bel Air Road.

The reason for this division of the property of the Company into districts, each with proper distribution of capital, its distinct rates of service and its separate accounts of operation, is fully set forth in the testimony of Mr. Albert H. Wehr, the President of the Company, at a hearing held June 6, 1917 (File No. 79), and may be briefly summarized as follows: The operations in each of these districts are distinct and separate problems and propositions. In the Eastern District, the water is supplied exclusively from Herring Run, and is pumped by steam against an average pressure of eighty pounds. There were on June 30, 1914, 33.917 miles of mains in the territory of this district, and 5,565 consumers on the system, or 164 plus consumers per mile of main. The reproduction cost less depreciation of the distribution main pipe in this district, as of June 30, 1914, as arrived at by the employees of the Commission and the Company, is \$200,918.00.

The supply in the Western District is furnished by the pumps at Avalon, on Patapsco River, operating directly into the stand-pipe and reservoir in Catonsville, by means of water power except when the river is too low, when steam power is used. The operation here is against a pressure of two hundred and fifty pounds, and occasionally three hundred pounds. The

main from Avalon to Catonsville is 4.1216 miles long, and is divided in the capital account between the Western and Northern Districts, for reasons which will presently appear. The pipe used for the Western District measured on June 30, 1914, 34.4904 miles and there were 1,129 consumers, or 32 plus consumers per mile. The reproduction cost less depreciation of the main pipe in this district is \$169,226.00 as of June 30, 1914.

The supply in the Northern District is also taken from the Patapsco River, but it is repumped by electric power from the reservoir at Catonsville to the stand-pipe at Towson against a pressure of fifty pounds, which accounts for the division of the cost of the Avalon-Catonsville main between the Western and Northern Districts as mentioned above. The pipe used for this district on June 30, 1914, was 62.0231 miles, and there were 2,296 consumers, or 35 plus consumers per mile. The reproduction cost less depreciation of the main pipe here is \$381,535.00 as of June 30, 1914.

Certain facts in connection with these Districts and with the plant as a whole, are summarized in the following table, compiled from Mr. Wehr's testimony (File No. 79) and the figures refer to the date June 30, 1914, exclusive of going value:

	<i>Eastern District</i>	<i>Western District</i>	<i>Northern District</i>	<i>Total District</i>
Miles of Main.....	33.917	34.4905	64.0839	132.4914
Consumers	5,565	1,129	2,296	8,990
Consumers per M. of Mains	164	32	35	67
Investment in Mains	\$200,918	\$169,226	\$381,535	\$751,679
Investment in Mains per consumer.....	\$36.10	\$149.89	\$162.22	\$83.61
Gross Revenue per consumer	\$13.24	\$27.99	\$19.59	\$16.71
Operating Expense per consumer.....	\$7.26	\$17.20	\$11.33	\$9.54
Net Revenue per con- sumer	\$5.98	\$10.79	\$8.26	\$7.17
Consumption of Wa- ter-Pumpage, gals. 1,057,764,000	219,699,000	225,521,000	1,502,984,000	
Consumption per con- sumer per day....	521	533	269	441
Total Investment, not including "Going Value," per con- sumer on June 30, 1914	\$113.75	\$397.30	\$347.09	\$208.95
Return on Total In- vestment per con- sumer	5.26%	2.72%	2.38%	3.43%
Number of Consumers on Dec. 31, 1916..	6,059	1,237	3,127	10,423

FINANCIAL.

The financial condition of the Company will be found in the Auditor's Report (Commission's Exhibit No. 11, File No. 72), and is here given in somewhat condensed form as of June 30, 1914, the date of the appraisal, and as of December 31, 1916, the date to which the fair value is computed, as follows:

<i>Balance Sheet.</i>	<i>June 30, 1914.</i>	<i>Dec. 31, 1916.</i>
Fixed Assets.....	\$1,507,225.45	\$1,651,212.59
Funds—Sinking Fund.....	759.44	379.44
Special Fund.....	.....	7,806.54
Cash Assets—Cash.....	8,307.54	4,988.67
Investments.....	349,846.44	282,332.44
Accounts Receivable.....	38,304.48	69,227.20
Prepayments.....	8,606.20	4,158.85
Material and Supplies.....	2,500.00	2,995.00
Deferred Assets—Unamortized discount on outstanding debt.....	19,050.55	19,477.91
	<hr/> \$1,934,600.10	<hr/> \$2,042,578.64

LIABILITIES.

Funded Debt.....	\$933,000.00	\$914,000.00
Floating Debt.....	20,000.00	20,000.00
Customers' Deposits.....	34,306.61	32,595.36
Notes and Bills Payable.....	38,750.00	35,750.00
Accounts Payable.....	19,557.31	14,815.65
Deferred Liabilities:		
Unearned Revenue.....	.....	26,968.59
Interest and Rents Accrued.....	7,941.67	8,183.33
Dividends on Common Stock.....	7,800.00	7,800.00
Reserves: Depreciation and Amortization..	94,669.93	130,817.06
General Reserve.....	298.59	.....
Reserve for Losses in Suspense..	.....	600.00
Capital Stock.....	390,000.00	390,000.00
Surplus.....	122,652.55	195,425.21
Special Surplus Reserved.....	265,623.44	265,623.44
	<hr/> \$1,934,600.10	<hr/> \$2,042,578.64

THE INVENTORY AND VALUATION.

On May 2, 1917, the Assistant General Counsel of the Commission filed a report of his proceedings under the direction theretofore given him, which, after the hearings, was found to be so clear and satisfactory a resume of voluminous exhibits, that the Commission here inserts it, with a few unim-

portant omissions, as the best account it can give of the procedure taken to ascertain the fair value of the Company's property.

"On April 24, 1916, the Commission adopted a resolution (File No. 49) directing its Chief Engineer to proceed at once to make not less than a 10% check of the property contained in the inventory filed by the Water Company January 5, 1916, as aforesaid.

"On May 25, 1916, such inventory check was filed in the proceedings by the Chief Engineer (File No. 52).

"This inventory check was accompanied by Report No. 842 of the Chief Engineer under date May 19, 1916, which through inadvertence was not filed in the matter until Sept. 29, 1916 (File No. 56). The Chief Engineer's report showed that of the total net appraised value of the physical property in the inventory submitted by the Company to the value of \$1,323,050. which is exclusive of water diversion rights, reservations and land, there was checked physical property to the value of \$1,088,116 or over 82%. The report further showed that such inventory check had demonstrated that the Company's inventory was substantially correct. In this connection the Chief Engineer stated (p. 14 of Report): 'There were, of course, differences in the quantities found by our engineers but where these have not been satisfied by further examination and investigation they are of relatively small individual importance, and in the end substantially balance, as might be expected considering the care exercised in preparing this inventory, which will appear from close examination.'

"My own examination of the inventory and appraisal filed by the Company January 5, 1916 (File Nos. 46 and 47), and of the report of the Chief Engineer above referred to, satisfies me that the inventory so filed by the Company was substantially correct, and I therefore recommend that the same be accepted as correct by this Commission.

"VALUATION.

"On September 29, 1916, the Commission passed a resolution (File No. 55) directing the Chief Engineer to proceed at once to appraise the property enumerated in the inventory of the Company above referred to and report the result of such appraisal to the Commission.

"The order just referred to contemplated the appraisal by the Chief Engineer of the tangible physical property only of the Company, exclusive of land and buildings.

"In addition to such tangible physical property the Company was possessed of other fixed assets and funds of an intangible character which were carried in its capital accounts and upon which, if properly valued, the Company is entitled to earn as a part of its investment in the public service.

"In view of the fact that such intangibles were not embraced in the above instruction to the Chief Engineer, but nevertheless had to be valued, it seemed desirable for the Assistant General Counsel and the Chief Engineer to co-operate in filing a report which should embrace the entire property of the Company rather than that the Chief Engineer should file a separate report embracing a part only of such property.

"In consequence the exhibits filed herewith will be found to deal with the entire property of the Company and to embrace the valuations of the tangible property made by the Chief Engineer pursuant to the Commission's order of September 29, 1916, above referred to.

"In the preparation of such exhibits the Assistant General Counsel has followed the plan heretofore adopted by this Commission of having the respective valuations of the Company and the Commission of all items embraced in the inventory strictly comparable to the most minute practicable degree. The same idea of having all figures comparable is carried out in the successive summary sheets.

"Classification of Accounts.

"The basis for the several exhibits filed by the Assistant General Counsel herewith will be found to be the classification of accounts adapted from and recommended in the pamphlet 'Uniform Accounts for Systems of Water Supply,' arranged by Representatives of the United States Bureau of the Census, American Water-Works Association, New England Waterworks Association, American Association of Public Accountants, Ohio Bureau of Uniform Public Accounting and others interested, published in 1911 by the Department of Commerce and Labor, Bureau of the Census, being the system of accounts used by the Baltimore County Water & Electric Company. A copy of this pamphlet is filed with this Report, marked 'Commission's Exhibit No. 1.'

"To insure strict adherence to such arrangement of accounts the Assistant General Counsel prepared a pamphlet, Form No. 1, 'Classification of Accounts,' with instructions, and handed copies of the same to the representatives of the Water Company and the Chief Engineer. A copy of this pamphlet, Form No. 1, is appended hereto, marked Commission's Exhibit No. 2.

"Reference to said Classification of Accounts will show a general subdivision of the Company's capital accounts, the accounts being referred to in the above accounting system as Summary Accounts, General Accounts, and Sub-General Accounts, respectively.

REPRODUCTION COST.

METHOD OF APPRAISAL.

"The Company's Inventory and Appraisal (File Nos. 46 and 47) is noteworthy for its orderliness and completeness. Its arrangement throughout follows the System and Classification of Accounts above referred to. (Commission's Exhibits Nos. 1 and 2.)

"Chief Engineer's Report.

"This Inventory and Appraisal was used by the Chief Engineer of the Commission as the basis of his appraisal. The Chief Engineer found that the Company's Appraisal contained a large number of figures which were

clearly Contract Prices, while there were others to which additions should be made for Omissions and Contingencies and Contractor's Profit. He thereupon classified all the items in the Inventory between these two classes, thereby arriving at a final contract price of each of the items.

"These figures, so far as the physical property was concerned were agreed upon by the Chief Engineer and the Company's representatives as fairly representing the Reproduction Cost New of the property.

"To these figures the Chief Engineer added allowances for Engineering and deducted amounts which in his judgment fairly represented the amount of depreciation which the property had undergone since its installation.

"The Chief Engineer's figures and methods are shown in his Report, Exhibit No. 3, filed herewith.

"Operating Franchises Or Highway Rights.

"Account No. 622.

"Section 34 of the Public Service Commission Law provides in effect that the Commission has no power to authorize the capitalization of any franchise in excess of the amount actually paid as the consideration for the grant of the same.

"In this case the Company had appraised its franchises at \$2,232 (undepreciated). The Auditor was unable to find this sum on the Company's books, whereupon the matter was referred to the Company with the result that the figure of \$1906 (undepreciated) was agreed upon as fairly representing the actual cost of such franchises.

"The correspondence and tabulations relating to this item are filed herewith as Exhibit No. 4.

"The items of Land, Buildings and Water Rights being of such considerable value in the aggregate in the case of this Company, it was thought desirable to secure the services of a competent real estate expert to appraise the same. Consequently the Assistant General Counsel recommended to the Commission the employment of Mr. John J. Hurst of Baltimore City in this connection, and he was duly employed.

"The instructions to Mr. Hurst with respect to the valuation of such real estate were as follows:

'In appraising this property for the Commission in this proceeding it will be necessary for the appraisers to place two separate and distinct valuations upon the same:

'1st. The market value based upon the market value of other lands in its immediate vicinity and similarly located;

'2nd. The value made up of such market value plus any added value the property may have by reason of its peculiar adaptability to the needs and requirements of this particular Company.

'I hand you herewith an abstract of Judge Urner's opinion in the Brack Case, 125 Md. 379 bearing upon the question of land values.

'It is not my idea that the value of land for purposes of condemnation is necessarily its fair value for rate-making purposes, but I think it proper that the experts have some definite basis for valuation and that their valuations in turn should be considered by the Commission in arriving at its final conclusion as to fair value. It is for that reason that I wish these valuations in the alternative form above stated.'

"At the same time Mr. Hurst was furnished a series of sheets in pamphlet form containing short descriptions and blue print plats of all the real estate embraced in the Company's inventory, with spaces for the insertion of the appropriate figures found by Mr. Hurst to represent the values of the lands in question.

"Mr. Hurst's report, with the more important correspondence relating thereto is filed herewith as Exhibit No. 5.

"The figures given by Mr. Hurst as to the 'special value based upon a consideration of any peculiar adaptability which this property may have to the needs and requirements of the Company' have been carried into the Commission's comparative summary sheets filed herewith as exhibits. They will be found somewhat in excess of the Company's figures, which, in turn, were somewhat higher than Mr. Hurst's figures for the 'market value' of the land.

"In the case of land owned by the Company all water-rights, diversion rights and rights of way were appraised separately by the Chief Engineer and added to the values of the land as found by Mr. Hurst, the latter having understood in making his valuations that this method would be pursued.

"Comparative Appraisals—Fixed Assets.

"The foregoing exhibits, File Nos. 46 and 47 on behalf of the Company and Exhibits 3, 4 and 5 on behalf of the Commission embraced all the Fixed Assets of the Company, covering the following summary and general accounts:

"6. FIXED ASSETS

- 61 General Assets—Tangible
- 62 General Assets—Intangible
- 63 Operating Management Properties
- 64 Collecting System Properties
- 65 Purification System Properties
- 66 Pumping System Properties
- 67 Distribution System Properties
- 68 Miscellaneous Properties.

"With the idea of making the respective appraisals strictly comparable, the figures contained in the above exhibits were next carried into a series of large sheets which have been bound and are filed herewith designated 'Comparative Appraisals—Fixed Assets' and comprising Exhibit No. 6.

"This exhibit is in three parts, Eastern District, Northern District and Western District, such subdivision having been adopted by the Company in its Inventory and Appraisal and retained in the foregoing as well as in all subsequent exhibits.

"In Exhibit No. 6 all the items contained in the Inventory and Appraisal of the Company (File Nos. 46 and 47) are embraced by classes and corresponding account numbers, with the respective valuations in parallel columns.

"In all the exhibits blank columns are left for the insertion of final figures by the Commission itself if such should become desirable or necessary.

"Non-Physical Elements of Value.

"In addition to the items of intangibles embraced in Account No. 62 with its several sub-accounts, the Company claimed the sum of \$536,716 for 'Going Value,' or cost of Building up the Business. This 'Going Value' was calculated by the 'Wisconsin Method,' and the details thereof appear on page 133 et seq of the Company's Inventory and Appraisal, File No. 46. The Company's figure for this item is carried into the final summary sheets.

"The Company also claimed an additional sum of \$57,800 for discount on \$2,000,000 of securities (theoretical) and conceded an allowance of \$27,218 on account of Customers' Deposits invested in plant.

"The sum of the four main items, Fixed Assets and Funds, Going Value, Discount on Securities less Depreciation and Customers' Deposits and Working Capital go to make up the final figures for the 'Reproduction Cost less Depreciation' value of the property found in the final summary sheets.

"The figures contained in all the foregoing exhibits were next carried into a series of Summary Sheets as follows:

"SUMMARY SHEETS.

"First Comparative Summary.

"This Summary is filed herewith marked Exhibit No. 7 in four parts, as follows:

- "All Districts
- "Eastern District
- "Northern District
- "Western District.

"This Summary is a condensation of Exhibit No. 6, 'Comparative Appraisals—Fixed Assets.'

"Second Comparative Summary.

"This Summary is filed herewith marked Exhibit No. 8, and is a condensation of Exhibit No. 7. It shows the Present Value of the property in each sub-general account in each district and in all three districts. It likewise relates only to the 'Fixed Asset' accounts.

"Third Comparative Summary.

"This Summary is filed herewith marked Exhibit No. 9. It shows the Fixed Asset general accounts by totals in each district and all districts.

"Fourth Comparative Summary

"This Summary is filed herewith marked Exhibit No. 10. It shows both the Fixed Asset accounts in total and the Non-Physical Assets above referred to, the final figure being the 'Reproduction-Cost-Less-Depreciation Value' of the property in its entirety.

"All the summary sheets show the figures of the respective appraisers in parallel columns and contain blank columns for the insertion of figures by the Commission if desired.

"This much of the appraisal deals solely with the 'Reproduction Cost-New-Less Depreciation' theory of valuation.

"The purpose of the foregoing exhibits is to enable the Commission scientifically and expeditiously to ascertain the present value of the property in its entirety under that theory.

"ORIGINAL COST.

"To ascertain the Original Cost of the Company's property an exhaustive examination of its books was made by the Auditor of the Commission.

"The result of this examination has been embodied by the Auditor in a report filed herewith as Exhibit No. 11, the arrangement of the same being as follows:

"EXHIBIT No. 11.

"REPORT OF AUDITOR—CAPITAL ACCOUNTS.

"PART I.

"1. Balance Sheet, All Districts

A. Details of Assets

(a) Fixed Assets

(1) Eastern District

(2) Northern "

(3) Western "

(b) General Assets—Intangible

(1) Operating Franchises

(2) Preliminary Operations

"PART II.

"2. Additions to Fixed Assets to Dec. 31, 1916

A. All Districts

(a) Eastern District

(b) Northern District

(c) Western District

"The Company's balance sheets and details are set forth at length in its Inventory and Appraisal, Vol. II, File No. 47, pp. 900-14. The Company's figures correspond with those of the Commission's Auditor save as to certain minor items which show up in the Final Summary Sheet hereinafter referred to.

"CAPITALIZATION.

"These balance sheets, of course, show the amounts of the Company's outstanding bonds and stocks on June 30, 1914, to wit:

"Common Stock.....	\$390,000
"Funded Debt.....	953,000
	<hr/>
Total.....	\$1,343,000

"EARNINGS UNDER EXISTING RATES.

"These are shown by another report prepared by the Auditor, the same being filed herewith as Exhibit No. 12. Its arrangement is as follows:

"EXHIBIT No. 12.

"AUDITOR'S REPORT—INCOME AND EXPENSES.

"PART I.

"1. Income and Expenses

A. All Districts

- (a) Eastern District
- (b) Northern "
- (c) Western "

"PART II.

"2. Comparative Classification, Income and Expenses, by Amount and Percentages.

· Chart based on above.

"The Company's statement of Income and Expenses appears in its Inventory and Appraisal, Vol. II, File No. 47, pp. 915-62.

"CONSUMERS.

"A separate exhibit has been prepared on this subject filed herewith as Exhibit No. 13 based upon studies of the Commission's Auditor and the tables on pages 963-71 of the Company's Inventory and Appraisal, Part II, File No. 47.

"The arrangement of this exhibit is as follows:

“EXHIBIT No. 13. .

“CONSUMERS—NUMBER AND CLASSIFICATION.

“By Districts and Total (Auditor)
Number and Classification (Company)
Chart, Number and Classification.

“FINAL COMPARATIVE SUMMARY.

“This Summary, together with several supporting sheets designed to connect it in certain particulars with the preceding exhibits, is filed as Exhibit No. 14.

“This Final Comparative Summary contains in brief tabular form in comparative columns the final figures contained in all the preceding exhibits, and is designed to present to the Commission on one sheet all the data necessary to enable it to determine the Fair Present Value of the Company’s property for rate-making purposes as of June 30, 1914, the date of the inquiry, the rate of return heretofore earned by the Company under its existing rates of charge, and the extent to which such earnings are or have been excessive or inadequate.

“The general arrangement of the sheet is as follows:

- “I Reproduction Cost
- II Original Cost
- III Capitalization
- IV Earnings

“Incidentally this exhibit contains all the data above referred to relative to the number and classification of the Company’s consumers in order that the Commission may be able to determine more conveniently where changes should be made in the Company’s schedules, if any such changes are found to be desirable, and shows the following pertinent facts:

“CONSUMERS (per Company)	8884
“ Auditor.....	8990
“CAPITAL INVESTMENT PER CONSUMER	
On basis of Reproduction Cost	
Company	\$300.56
Commission.....	208.95
“On basis of Original Cost	
Company	162.38
Commission.....	157.89
“NET RETURNS PER CONSUMER	
Company	7.27
Auditor.....	7.17

"GROSS EARNINGS PER CONSUMER

Company	16.85
Auditor.....	16.71

"FAIR VALUE.**"REPRODUCTION COST NEW.**

"Reference to the Final Comparative Summary and its supporting exhibits will show that the respective estimates of the Company and the Commission's appraisers as the Reproduction Cost of the entire property as of June 30, 1914, are as follows:

Company.....	\$2,670,166
Commission	1,878,480

"These figures include all the elements of value in the Company's property computed upon the Reproduction-Cost-New-Less Depreciation theory.

"ORIGINAL COST.

"Reference to the same Summary Sheet and its supporting exhibits will show that the Book Values of the property (i. e. the values at which the property was carried on the books of the Company June 30, 1914, less the actual amount of depreciation reserves shown by the books) are as follows:

Company.....	\$1,442,549
Commission	1,419,420

"These 'book values' are reported by the Auditor of the Commission to represent the actual original cost of the property, and consequently have been accepted and used in the summary sheets as representing the actual Original Cost of the property.

"AMOUNT AND MARKET VALUE OF STOCKS AND BONDS.

"Reference to the Final Comparative Summary above referred to will show the Company's capitalization to be as follows:

Common Stock.....	\$390,000
Funded Debt.....	953,000
Total.....	<u>\$1,343,000</u>

"The stock and bonds of this Company are unlisted, but the Assistant General Counsel is informed by the President of the Company that formerly the bonds sold in some instances as high as 101 and accrued interest, more recently at 96 and interest. The stock of the Company has never been

handled in the open market and has no market value as such. For our present purposes the bonds and stock may be considered as having their face or par value.

"EARNINGS UNDER EXISTING RATES.

"The Auditor of the Commission has prepared a series of elaborate and exhaustive exhibits on the subject of the earnings and expenses of the Company both prior to and since June 30, 1914.

"For our present purposes only the last mentioned date will be considered.

"The figures showing the Company's net income for the year ending June 30, 1914, are contained in the Final Comparative Summary above referred to.

"Computed upon the basis of the Commission's figures throughout, they are as follows:

"Net Income, amount \$64,433

% of Reproduction Cost.....	3.43
% of Original Cost.....	4.54
% of Stocks and Bonds.....	4.72

"The 'earning value' of the property computed upon the basis of the above earnings under varying rates per cent (i. e. capitalizing the same) will be seen to be as follows:

3%.....	\$2,147,766
4%.....	1,610,825
5%.....	1,288,660
6%.....	1,073,883
7%.....	920,046
8%.....	805,412

ADDITIONS SINCE JUNE 30, 1914.

"The additions to the plant and property made since June 30, 1914, down to December 31, 1916, as disclosed by the Company's books have been computed by the Commission's Auditor and are embraced in exhibits filed herewith. These figures have been examined by the representatives of the Company and are accepted as correct.

"The Company desires the Commission at this time to determine the Fair Present Value of the property for rate-making purposes as of June 30, 1914, the rate of return actually being earned by it under the then-existing rates, the rate of return which it is fairly entitled to earn under rates for service which will be fair and just both to it and to the public, and the annual rate per cent of depreciation which its plant and property are undergoing.

"It further desires that when these matters have been determined, the actual cost of the additions since June 30, 1914, to December 31, 1916, less accrued depreciation upon the entire property during such period, be added to the Fair Value determined by the Commission as of June 30, 1914, and the resulting figure accepted as the basis for determining what, if any,

changes shall be permitted or required in the Company's rates for service in the future.

"I see no objection to this method of procedure, and therefore recommend the adoption of the same. The accompanying exhibits place before the Commission all the facts and data which it will be necessary for it to have in order to reach such final conclusion, and but a short adjournment of the hearings will be required for the retabulation of such data to bring the same in convenient form down to December 31, 1916."

In view of the foregoing, we deem it unnecessary in order to reach our conclusions upon the points presented, to do more than take up the final summary sheet (Exhibit No. 10, File No. 71), enter our findings where disagreements exist, determine the Fair Value of the property for rate-making purposes as of June 30, 1914, the rate of return earned by the Company under the then existing rates, the rate of return which it is fairly entitled to earn under rates for service which will be fair and just to it and to the public, the annual rate per cent of depreciation which its plant and property are undergoing, and to supply the cost of additions since June 30, 1914, to December 31, 1916, less accrued depreciation upon the entire property during that period, and ascertain the value which will form the basis for determining what, if any, changes shall be permitted or required in the Company's rates for service in the future.

VALUATION.

In arriving at the fair present value of the property of public utilities used and useful in the public service, this Commission takes into consideration the reproduction cost less existing depreciation, original cost when ascertainable, amount and market value of bonds and stocks, earning value under the existing and proposed rates, and such other circumstances as may throw light upon the value of the property for rate-making purposes as between the owner on the one hand and the public on the other. To each of these evidences of value we attempt to give the weight to which we believe it to be fairly entitled under the facts and circumstances of each particular case.

REPRODUCTION COST.

Exhibit No. 10, as above explained, is the Final Comparative Summary into which are brought the reproduction cost and book values found by the Company and Commission's Staff, consisting of the Chief Engineer, and the Auditor and a real estate expert, with a blank column left for the insertion of the findings of the Commission. By Districts and in total it is as follows, as of June 30, 1914:

EASTERN DISTRICT

	<i>Company</i>	<i>Staff</i>	<i>Commission</i>
Fixed Assets.....	\$739,493	\$664,947	\$664,947
Less Depreciation.....	47,014	63,833	63,833
Net Value.....	\$692,479	\$601,114	\$601,114
Going Value.....	73,959		18,033
Working Capital.....	21,306	12,400	12,400
Discount on Funded Debt.....	19,500	19,500	19,500
Total, Present Reproduction Cost, Depreciated.....	\$807,244	\$633,014	\$651,047

NORTHERN DISTRICT.

	<i>Company</i>	<i>Staff</i>	<i>Commission</i>
Fixed Assets.....	\$922,760	\$844,810	\$844,810
Less Depreciation.....	48,593	67,745	67,745
Net Value.....	\$874,167	\$777,065	\$777,065
Going Value.....	244,904		23,312
Working Capital.....	12,060	16,100	16,100
Discount on Funded Debt.....	24,300	24,300	24,300
Total.....	\$1,155,431	\$817,465	\$840,777
Less Customers' Deposits.....	20,552	20,552	20,552
Present Reproduction Cost, Depreciated.....	\$1,134,879	\$796,913	\$820,225

WESTERN DISTRICT

	<i>Company</i>	<i>Staff</i>	<i>Commission</i>
Fixed Assets.....	\$533,401	\$483,351	\$483,351
Less Depreciation.....	38,282	51,132	51,132
Net Value.....	\$495,119	\$432,219	\$432,219
Going Value.....	217,853		12,967
Working Capital.....	7,737	9,000	9,000
Discount on Funded Debt.....	14,000	14,000	14,000
Total.....	\$734,709	\$455,219	\$468,186
Less Customers' Deposits.....	6,666	6,666	6,666
	\$728,043	\$448,553	\$461,520

ALL DISTRICTS

	<i>Company</i>	<i>Staff</i>	<i>Commission</i>
Fixed Assets.....	\$2,195,654	\$1,993,108	\$1,993,108
Less Depreciation.....	133,889	182,710	182,710
Net Value.....	\$2,061,765	\$1,810,398	\$1,810,398
Going Value.....	536,716		54,312
Working Capital.....	41,103	37,500	37,500
Discount on Funded Debt.....	57,800	57,800	57,800
Total.....	\$2,697,384	\$1,905,698	\$1,960,010
Less Customers' Deposits.....	27,218	27,218	27,218
	\$2,670,166	\$1,878,480	\$1,932,792

On the valuations made by the Company and the Commission's Staff a hearing was held May 2, 1917, and the Company accepted the valuation of the Staff, on all of the items of the summary sheet, which left open only the item of going value. Eliminating going value, the Staff's estimate is \$254,970 less than that of the Company, made up of differences in fixed capital \$202,546, depreciation \$48,821, and working capital \$3,603. In view of the closeness of the estimates and the very great care that has been exercised by every one connected with the appraisal, the Commission adopts the value ascertained by its Staff and accepted by the Company to the extent of the items covered thereby, to wit, the sum of \$1,878,480 as the reproduction cost of such property less depreciation.

GOING VALUE.

We are, however, unable to accept the Company's figures of \$536,716 as the going value of the property. This value is built up by the "Wisconsin Method" based upon a rate of return of eight per cent. It is more than 25 per cent of the total value exclusive of this item, and more than 20 per cent of the total value including this item. In the first place it is based upon a rate of return that is too high for a water company, in our judgment, as will appear hereafter, and in the second place there are objections to the Wisconsin Method which we cannot pause to discuss in detail. Moreover, going value is reflected in the estimates of the engineers throughout their work, and must influence any finding of value by a Commission. If this company were not now a going concern, with all of the responsibilities and all of the opportunities which that term implies, it would not be before this Commission for investigation, and the engineers would have to deal with only its scrap value.

This subject was very fully discussed in the opinion filed in Case No. 690, in the Matter of the Chesapeake and Potomac Telephone Company of Baltimore City, and the general conclusions reached in that opinion may be applied with justness and fairness to the present case. There the allow-

ance for going value was two per cent of the structural value plus material and supplies. But the fact that actual losses appear to be more definitely established in this case than in the telephone case, inclines us to establish a somewhat higher percentage, although the losses are offset to some extent by the probability that the cost of attracting customers and attaching the business is lighter in the case of a water company than in the case of a telephone company. Water is a commodity of prime necessity; telephony is a new art to the use of which people had to be educated. From a study of the exhibits and testimony in the case, our conclusion is that an allowance of three per cent upon the depreciated value (\$1,810,398) found in the preceding table, would be fair to both the Company and the public. It is inserted in the last column, Exhibit No. 10, and brings the total fair value, as of June 30, 1914, up to \$1,932,792. To this sum must be added the cost of additions to property from June 30, 1914, to December 31, 1916, less depreciation of the entire depreciable property for that period.

DEPRECIATION

From the best information obtainable, we establish the rates of depreciation for this case that is now going on, and to be applied in future years upon the depreciable properties in each of the Eastern, Northern and Western Districts, which were included in the appraisal of and to June 30, 1914, and upon all additions of depreciable properties now or hereafter added thereto for all districts, for the several amounts involved as the respective annual rates set forth in the tables following:

DEPRECIATION TABLE

applied to reduce property values to December 31, 1916.

<i>Acct. No.</i>	<i>On Reproduction Cost-New of Depreciable Properties appraised as of June 30, 1914.</i>			<i>On Additions sub- sequent to June 30, 1914.</i>
	<i>Eastern District</i>	<i>Northern District</i>	<i>Western District</i>	<i>All Districts</i>
612	4.98	4.98	4.98	4.98
621	1.04	1.04	1.04	1.04
622	2.39	2.39	2.39	2.39
623	1.04	1.04	1.04	1.04
624	4.98			4.98
632	5.51	5.51	5.51	5.51
633	8.32	8.32	8.32	8.32
634		2.39		2.39
635	8.32	8.32	8.32	8.32
643	1.04			1.04
645	6.64			6.64
648	3.34	1.31	1.84	2.87
649	1.04	7.17	7.17	6.49
651		2.93	2.93	2.93
654	3.34			3.34
655		1.04	1.04	1.04
656		1.52	1.52	1.52
657	4.98			4.98
659		1.04	1.04	1.04
661	3.29	1.09	1.04	2.21
662	3.65	2.75	2.75	3.44
663		1.78	1.80	1.79
664		4.45		4.45
665	2.80	1.42	1.04	2.27
672	1.04	1.04	1.04	1.04
673	0.23	0.18	0.20	0.20
674	1.35	0.64	0.64	0.94
675	2.39	2.39	2.39	2.39
676		2.39		2.39
677				4.98
681	4.98	4.98	4.98	4.98
682	9.51	16.57	13.94	14.51
683	18.45	18.45	18.45	18.45
684	1.04	1.04	1.04	1.04
685	3.34	3.34	3.34	3.34

The above figures are arrived at on the basis of 4 per cent semi-annual compounding taken from the following Depreciation and Sinking Fund Table which was used by the Chief Engineer of the Commission in determining the amount and rate of depreciation as of June 30, 1914:

**ANNUAL PAYMENTS TO A SINKING FUND NECESSARY TO, ACCUMULATE ONE
DOLLAR AT THE END OF A GIVEN NUMBER OF YEARS, ASSUMING
INTEREST TO BE COMPOUNDED SEMI-ANNUALLY.**

<i>Int. per Ann.</i>	1%	2%	3%	4%	5%	6%	7%
<i>n/r</i>	1.005	1.010	1.015	1.020	1.025	1.030	1.035
2	0.4975	0.4951	0.4923	0.4903	0.4877	0.4853	0.4829
3	0.3298	0.3262	0.3235	0.3199	0.3170	0.3138	0.3106
4	0.2463	0.2425	0.2389	0.2353	0.2318	0.2283	0.2248
5	0.1953	0.1916	0.1881	0.1845	0.1807	0.1771	0.1734
6	0.1625	0.1585	0.1545	0.1506	0.1468	0.1431	0.1394
7	0.1387	0.1345	0.1304	0.1265	0.1226	0.1188	0.1151
8	0.1206	0.1165	0.1124	0.1084	0.1045	0.1007	0.0970
9	0.1061	0.1025	0.0983	0.0943	0.0904	0.0867	0.0831
10	0.0953	0.0913	0.0871	0.0832	0.0793	0.0755	0.0719
12	0.0788	0.0745	0.0704	0.0664	0.0626	0.0590	0.0555
15	0.0620	0.0577	0.0537	0.0498	0.0462	0.0427	0.0394
20	0.0453	0.0411	0.0371	0.0334	0.0300	0.0269	0.0241
25	0.0353	0.0311	0.0273	0.0239	0.0208	0.0179	0.0155
30	0.0287	0.0246	0.0209	0.0177	0.0149	0.0124	0.0104
35	0.0239	0.0199	0.0165	0.0135	0.0109	0.0087	0.0070
40	0.0204	0.0165	0.0132	0.0104	0.0082	0.0062	0.0048
45	0.0177	0.0139	0.0107	0.0082	0.0062	0.0046	0.0034
50	0.0154	0.0118	0.0088	0.0064	0.0047	0.0032	0.0024
60	0.0122	0.0087	0.0060	0.0041	0.0028	0.0018	0.0012
70	0.0099	0.0065	0.0043	0.0028	0.0017	0.0009	0.0006
80	0.0082	0.0051	0.0031	0.0018	0.0010	0.0005	0.0003
100	0.0059	0.0032	0.0016	0.0008	0.0004	0.0002	0.0001

The table was computed by the formula:

$$\frac{A}{C} = \frac{r^2 - 1}{r^{2n} - 1}$$

in which interest is assumed to be compounded half yearly, and

A = annual instalment, the first payable one year after investment and the last one at the end of N years.

C = total capital invested.

r = one dollar with one-half year's interest added.

n = number of years from investment to maturity of sinking fund.

ORIGINAL COST AND CAPITALIZATION.

It will be observed that the reproduction cost less depreciation, as found by the Chief Engineer and approved by the Commission, exceeds both the original cost carried on the books of the Company and the capitalization as

shown in the balance sheets. It is apparent, however, that neither of these items reflects the actual value at the time of the consolidation in 1900; the probable fact being that the books were adjusted to fit the terms of the Consolidation Agreement and that the additions since made have been added to that base. While, therefore, following the decision of the Supreme Court in the leading case of *Smyth vs. Ames*, 169 U. S. 468, we have given due consideration to these items, they do not appear to us, under the circumstances of this case, to be controlling in the determination of the "Fair Value" of the property, in the face of the very careful detailed inventory and the painstaking valuation which have been made, and the unsatisfactory condition of the book accounts.

The same conclusion must be reached with respect to the market value of the securities of the Company, for the reasons assigned in the report of the Assistant General Counsel, to wit, that they cannot be said to have a market value, strictly speaking, because they are not listed, are not on the open market, and do not furnish a standard by which the property values may be measured.

EARNING VALUE.

In the figures reached as the "Fair Value" of the property for rate-making purposes, no account has been taken of its earning value. In disregarding it we have been influenced in part by the conclusion of the Commission in the Telephone Case where it says:

"As a general proposition we should say that a property which under good management and existing rates prescribed by the company of its own accord and as a matter of business policy, is not able to earn more than the legal rate of interest upon a fair value of its property, has no earning capacity which should be regarded as enhancing the value of such property for rate-making purposes";

and we regard The Baltimore County Water and Electric Company as falling within the class here indicated.

But in addition we think that inasmuch as the Company has received the benefit of doubts as to original costs, it would be inequitable, as against the public, to make an allowance for earning value when it is not clearly shown that the earning capacity is of a character to entitle the company to capitalize it as a basis of return.

FAIR VALUE.

No other circumstances have been brought to our attention in this case which would seem to justify our modifying the reproduction-cost-new-less-depreciation value of the property in question as the actual fair present value of this property for rate-making purposes. We therefore accept such reproduction cost figures as final in arriving at our conclusions as to the fair present value of such property.

Using these figures we reach the Fair Value for rate-making purposes, as of December 31, 1916, as follows:

	<i>E.</i> <i>District</i>	<i>N.</i> <i>District</i>	<i>W.</i> <i>District</i>	<i>Total</i>
Depreciated Value, June 30, 1914.	\$651,047	\$820,225	\$461,520	\$1,932,792
Additions to property to Dec. 31, 1916.....	20,784	72,471	56,065	149,320
	<hr/> \$671,831	<hr/> \$892,696	<hr/> \$517,585	<hr/> \$2,082,112
Depreciation to Dec. 31, 1916....	23,689	25,278	17,204	66,171
	<hr/> \$648,142	<hr/> \$867,418	<hr/> \$500,381	<hr/> \$2,015,941
Customers' Deposits, Additional..	750	3,577	1,050	5,377
	<hr/> \$647,392	<hr/> \$863,841	<hr/> \$499,331	<hr/> \$2,010,564
Fair Value Dec. 31, 1916.....	\$647,392	\$863,841	\$499,331	\$2,010,564
Fair Value per consumer.....	\$106.85	\$276.25	\$403.66	\$192.90

upon which the Company is entitled to earn a return.

It is proper to say here that in following the Company's inventory by districts and making its computations and findings of values in accordance therewith, the Commission does not mean to preclude inquiry into the propriety of such division or the effect it may have upon rates in the several districts and generally when that subject comes on to be heard upon the schedules to be filed by the Company.

From calculations made by the Commission's auditor, which have been carefully examined, we find that the earnings of the Company as shown by its books have been as follows:

<i>Year Ending</i>	<i>E.</i> <i>District</i>	<i>N.</i> <i>District</i>	<i>W.</i> <i>District</i>	<i>Total</i>
June 30, 1915, Net Revenue.....	\$36,727	\$20,064	\$13,043	\$69,834
Rate of Return.....	5.68%	2.38%	2.69%	3.54%
June 30, 1916, Net Revenue.....	\$37,199	\$23,799	\$14,462	\$75,460
Rate of Return.....	5.77%	2.81%	2.92%	3.80%
Dec. 31, 1916, ½ year Net Revenue.	\$25,918	\$14,494	\$8,184	\$48,596
Rate of Return, 1916, based on 6 months estimated for year.....	8.06%	3.40%	3.30%	4.88%

In arriving at the above net earnings the Auditor has taken from the Company's books the amounts actually charged for depreciation from time to time. These charges for the three periods aggregating two and a half years since June 30, 1914, were as follows:

DEPRECIATION CHARGED ON BOOKS.

	<i>All Districts</i>
June 30, 1915.....	\$10,656.00
June 30, 1916.....	11,436.00
Dec. 31, 1916.....	5,970.00

The Commission is fully mindful of the desirability of all public service corporations being entitled to earn a sum sufficient not only to keep the property in a proper condition of repair and usefulness at all times, but as well to guarantee its replacement when retired from service. Our studies of the Company's books have shown that the above annual charges are not sufficient for these purposes.

We have therefore caused to be made a computation of what would be the proper annual charges on account of depreciation, over and above current maintenance and repair, using as the basis of such computation the sinking fund tables which were used in arriving at the amount of depreciation which the property has heretofore undergone. The results of these computations are as follows:

DEPRECIATION CHARGES.

	<i>Eastern Dist.</i>	<i>Northern Dist.</i>	<i>Western Dist.</i>	<i>All Dists.</i>
June 30, 1915..	\$9340.74	\$9672.49	\$6400.36	\$25,413.59
June 30, 1916..	9514.81	10,303.21	7085.34	26,903.36
Dec. 31, 1916...	4833.05	5300.97	3718.97	13,852.99

EARNINGS.

	<i>All Districts</i>
June 30, 1915	
Net Revenue.....	\$55,076
Rate of Return.....	2.78%
June 30, 1916	
Net Revenue.....	\$59,993
Rate of Return.....	3.00%
December 31, 1916	
Net Revenue (half year).....	\$40,713
Rate of Return (yearly basis).....	4.05%

It is evident from the figures above that the Company is not earning an exorbitant rate of return at the present time and that a revision of its rates may result in a more equitable adjustment of its charges without imposing an undue burden upon the public.

RETURN.

This brings us to the concluding topic, "Fair Return." The discussion of fair return in the opinion filed in the Telephone Case (Commission Report for 1916, pages 209-214), is in general applicable to the present case, and may be accepted as the conclusions of the Commission upon the general principles which will be followed in future rate cases. It is not to be accepted, however, as establishing a rate of return applicable to all classes of public utilities, and we have already intimated that the return of eight per centum used by the Company in computing going value, is too high

for a water company. The risks of the business are far less than those of telephone companies with respect to damage by the elements or to changes in the art resulting in obsolescence and supercession of valuable parts of the plant before they were worn out. A number of cases in other jurisdictions have been examined, in which the rates of return allowed range from 5.84 per cent to 10 per cent, the average being 6.91 per cent. The cases in which a high rate was allowed (8 per cent in two cases and 10 per cent in one case) dealt with properties located in the far west, where more or less arid conditions prevail or where irrigation constituted a part of the company's operations. In the remaining cases the average was 6.38 per cent, the majority of them being at 6 per cent.

We recognize the fact that the Baltimore County Water and Electric Company maintains an unusual mileage of mains in proportion to the number of customers, especially in its Northern and Western Districts, and that the risks of leakage and the cost of maintenance per customer and in the aggregate are considerably increased in consequence of these conditions. Very careful attention has been given to the matter, and our conclusion is that a return of seven per centum per annum upon the fair value found will be fair to the Company and to the public. In the case of *Bachrach and others vs. Consolidated Gas Electric Light and Power Company* (Commission Report for 1913, at page 54) it is said:

"The rate of return should, primarily, be based upon the actual investment in the property and should bear some relation to the rate of interest allowed by law, as that is the legislative standard by which the just return for borrowed money is fixed. In ordinary transactions, however, a fixed ratio is established, which does not vary with the circumstances of the borrower, and assuming that the borrower is solvent the payment of the interest is certain. But in the case of public service corporations, whose revenues are subject to fluctuations, some latitude must be allowed so that the deficits of one year may be made good from the larger profits of another year and preserve an average return, which will be fair and just and attract capital for the extension and improvement of the corporation's property."

We have kept this in mind in the present case, but it is important to add that this rate upon the whole property should be secured without producing in any one district a rate which would be in itself unreasonable. It was with this object in view that we have above declined to pass, at this stage of the case, upon the propriety of the division of the property into districts, and left that matter open for investigation at the proper time in connection with the rates and rules and regulations for service. The ample and orderly details contained in the exhibits furnish, it is believed, all of the data necessary to full discussion and determination of the subject, wherein the guide should be the following paragraph from the opinion filed in *The Telephone Case*:

"By this conclusion we are not to be taken as determining that the respondent company is to be permitted to raise its existing rates to the point at which they will yield an 8 per cent return upon its investment. We simply determine that so long as the Company's earnings under its published schedules, taken as a whole, do not yield a return upon the fair value of its entire property in this State in excess of eight per cent, said schedules as a whole will not be reduced. As hereinbefore stated, under the Public Service Commission Law of this State by which our powers are governed, we must reserve, and could not surrender if we would, the power at any time to reduce any specific charges for service which subject any particular person or locality to any unfair prejudice or disadvantage, or which are in any other respect unfair, unreasonable or discriminatory."

Of course, in applying this quotation to the present case the rate of seven per cent should be substituted for eight per cent, wherever it occurs.

An order formally setting forth the conclusions and findings of the Commission will be passed. The computations made since the hearings and used in the preparation of this opinion will be found among the papers in the Commission's files.

ORDER No. 3750.

In the Matter of

The Petition of the WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Rate of 9.6 Cents Per 100 Pounds on Building and Roofing Paper, Carloads, From Asbestos, Maryland, to Annapolis Junction, Maryland.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 428.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 6th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the Western Maryland Railway Company to file and publish on one day's notice to the Commission and the public, rate of 9.6 cents per 100 pounds on building and roofing paper, carloads, from Asbestos, Maryland, to Annapolis Junction, Maryland,

PROVIDED, Tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3750 of date July 6th, 1917."

ORDER No. 3751.

In the Matter of

The Application of THE BALTIMORE COUNTY
WATER AND ELECTRIC COMPANY for Per-
mission to Change and Readjust Its Sched-
ules of Quarterly Minimum Charges or
Rates on Metered Water Supply Service.

Before the

Public Service Commission
of Maryland.

Case No 375.

In accordance with the opinion this day filed in the above entitled case, it is this 6th day of July, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the fair value for rate-making purposes of the property of The Baltimore County Water and Electric Company, on June 30, 1914, was one million, nine hundred and thirty-two thousand, seven hundred and ninety-two dollars (\$1,932,792.00), and with the additions thereto, less accrued depreciation, said fair value was, on December 31, 1916, two million, ten thousand, five hundred and sixty-four dollars (\$2,010,564.00).

2. That the net income from operations for distribution during the year ending June 30, 1914, was sixty-four thousand, four hundred and thirty-three dollars (\$64,433.00), the same being at the rate of three and forty-three hundredths per cent (3.43%) upon the investment as of that date; and that the net income from operations for the half-year ending December 31, 1916, was forty-eight thousand, five hundred and ninety-six dollars (\$48,596.00), in arriving at which the Company's inadequate charge for depreciation, however, has only been included in the operation expenses. This charge has been increased by the Commission for the six months' period from \$5,970.00 to \$13,853.00, or a net increase of \$7,883.00, making a corresponding reduction in the net income from operations for the half-year, to forty thousand, seven hundred and thirteen dollars (\$40,713.00), the same being at the rate of two and two-hundredths per cent (2.02%) for that period upon the value found as of said date, or 4.05% for the year.

3. That the maximum return which said company should be permitted to earn upon its property used in the public service is seven per cent (7%), subject to the conditions set forth in the opinion.

4. And the Commission finds that the earnings of said company under its existing schedule of rates, taken as a whole, are not excessive, nor are they excessive in any one of the districts over which its operations are distributed; and also finds that in any readjustment of rates, rules and regulations, the same should be just and reasonable in each and all of said districts, if said method of operation is preserved under such readjustment.

ORDER No. 3753.

In the Matter of	}	Before the
The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 793.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 429.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 9th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 793, establishing rate of sixty cents per 2,000 pounds on magnesia and chrome brick, carloads, minimum weight 50,000 pounds, from Baltimore and Curtis Bay, Maryland, to Sparrow's Point, Maryland,

PROVIDED Said supplement containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3753 of date July 9th, 1917."

ORDER No. 3754.

In the Matter of	}	Before the
The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 13 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 430.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 9th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 13 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, containing:

(A) Republication of Rules 28 and 34 as published in items 1 and 2 respectively, page 2, Supplement No. 7 to Classification No. 44, with addition of notation that these rules "apply in connection with tariffs publishing rates which contain no other fraction than $\frac{1}{2}$ or .5 (5/10) of a cent," these republished rates to be known as "Rule 28, Section 1," and "Rule 34, Section 1."

(B) Republication of Rules 28 and 34 as now carried in item 1, page 38, and item 3, page 40, respectively, of Classification No. 44 with addition of notation that these rules "apply in connection with tariffs publishing rates containing decimal fractions ranging from .1 (1/10) to .9 (9/10) of a cent," these republished rates to be known as "Rule 28, Section 2," and "Rule 34, Section 2,"

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3754 of date July 9th, 1917."

ORDER No. 3755.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariffs Increasing the Charge for Handling Iron and Steel Articles and Rough Stone and Decreasing the Free Storage Period Allowed on Such Articles, Unloaded From Cars at Baltimore, Maryland.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 431.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 9th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on five days' notice to the Commission and the public, petitioner's freight tariffs increasing the charge for handling iron and steel articles and rough stone, unloaded from cars upon open piers, bulkheads or lands of Baltimore and Ohio Railroad on or adjacent to Baltimore harbor, from thirty-five cents (35c) to fifty cents (50c) per ton, and decreasing the free storage period from sixty (60) days to fifteen (15) days, and providing changes in and additions to list of articles subject to the charges aforesaid,

PROVIDED, Said tariffs be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3755 of date July 9th, 1917."

ORDER No. 3756.

<p style="text-align: center;">In the Matter of</p> <p>The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariffs GO—P. S. C. Md. Nos. 432 and 433.</p>	}	<p style="text-align: center;">Before the</p> <p>Public Service Commission of Maryland.</p> <p style="text-align: center;">S. N. & R. Docket.</p> <p style="text-align: center;">Case No. 432.</p>
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 10th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariffs GO—P. S. C. Md. Nos. 432 and 433, proof copies of which tariffs are filed herein as exhibits, establishing class and commodity rates between stations on the Pennsylvania Railroad and lateral lines, and Camp Admiral, Maryland,

PROVIDED, Said tariffs containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3756 of date July 10th, 1917."

ORDER No. 3758.

In the Matter of

POTOMAC ENGINEERING AND CONTRACTING
COMPANY, Complainant,

vs.

WESTERN MARYLAND RAILWAY COMPANY

and

EMMITSBURG RAILROAD COMPANY,
Defendants.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 433.

REPARATION CLAIM \$37.12.

This is a petition filed by the Western Maryland Railway Company by D. G. Gray, its Freight Traffic Manager, and joined in by the Emmitsburg Railroad Company by Vincent Sebold, its General Manager, on behalf of the Potomac Engineering and Contracting Company, complainant, for permission to refund unto said complainant that portion of freight bill rendered and collected from said complainant by said railroad companies which is in excess of a just and reasonable charge upon shipment of sand between points on defendants' lines within the State of Maryland.

The petition sets forth that on April 16th, 1917, shipment was made, consigned to the complainant herein over the railroads of the defendant companies from Port Covington, Baltimore, Maryland, to Emmitsburg, Maryland, of one carload of sand weighing 103,100 pounds, on which was charged rate of \$1.52 per 2,000 pounds, as per tariff P. S. C. Md. No. 549 issued by the Western Maryland Railway. Shipment moved over Western Maryland Railway from Port Covington to Emmitsburg Junction, Maryland, and thence over Emmitsburg Railroad to destination.

Western Maryland Railway filed with this Commission on May 19th, 1917, effective May 21st, 1917, freight tariff P. S. C. Md. No. 799, making rate on sand, carloads, minimum weight 40,000 pounds, from Port Covington, Baltimore, to Emmitsburg, 80 cents per 2,000 pounds, and it is on basis of this subsequently established rate that application is now made to refund. The present rate on commodity in question between the points herein involved is 92 cents per 2,000 pounds, having been advanced to this basis on July 1st, 1917, by tariff P. S. C. Md. No. 802 of the Western Maryland Railway, filed with the Commission on May 28th, 1917.

The complainant claims and the defendants admit that the rate lawfully applicable at the time and over the route shipment moved was under all the circumstances and conditions then existing excessive and unreasonable, and

that the rate of 80 cents per 2,000 pounds, as set forth in tariff P. S. C. Md. No. 799 of the Western Maryland Railway, would be a proper and reasonable rate to be applied to the shipment in question.

Upon consideration of the matter, it is this 18th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendants, said Western Maryland Railway Company and the said Emmitsburg Railroad Company are hereby authorized and empowered to refund unto the complainant, said Potomac Engineering and Contracting Company, the sum of \$37.12, being the difference between the amount charged and collected, \$78.36, for the carload weighing 103,100 pounds, basis on rate of \$1.52 per 2,000 pounds and the amount properly chargeable, \$41.24, at the rate of 80 cents per 2,000 pounds, as aforesaid, for the transportation of the shipment in question.

FURTHER Ordered, That unless otherwise ordered by this Commission the present rate of 92 cents per 2,000 pounds on sand, carloads, minimum weight 40,000 pounds, from Port Covington, Baltimore, Maryland, to Emmitsburg, Maryland, shall be maintained as maximum for a period of one year from the date of this order.

ORDER No. 3759.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Petitioner's Freight Tariffs P. S. C. Md. Nos. 431 and 432.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 434.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 19th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplements to petitioner's freight tariffs P. S. C. Md. No. 431 and 432, establishing through class rates to and from Camp Admiral, Maryland (or Camp Meade, in the event of that designation being used by the Federal Government); said through class rates to be constructed upon a basis not more than fifteen per centum (15%) in excess of the class rates now published to and from Admiral in connection with the Washington, Baltimore and Annapolis Electric Railway Company.

PROVIDED, Said supplements containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required

by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3759 of date July 19th, 1917."

ORDER No. 3760.

In the Matter of	Before the
The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 793.	Public Service Commission of Maryland.
	S. N. & R. Docket.
	Case No. 435.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 20th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 793, establishing rate of 60 cents per 2,400 pounds on pyrites cinder-carloads, minimum weight 25 gross tons, from Rasin, Maryland, to Sparrows Point, Maryland,

PROVIDED, Said supplement containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3760 of date July 20th, 1917."

ORDER No. 3763.

In the Matter of	Before the
The Petition of the MARYLAND, DELAWARE AND VIRGINIA RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish Supplement to Petitioner's Local Freight Tariff P. S. C. Md. No. 119.	Public Service Commission of Maryland.
	S. N. & R. Docket.
	Case No. 436.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 20th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be and is hereby given, the Maryland, Delaware and Virginia Railway Company, to file and publish supplement to petitioner's local freight tariff P. S. C. Md. No. 119, which tariff has been filed to become effective August 11th, 1917, thereby permitting a change in rates contained in said tariff P. S. C. Md. No. 119 before said rates have been in effect for a period of thirty days; the effective date of supplement to tariff P. S. C. Md. No. 119, filed under authority of this Order, to be not less than thirty days subsequent to the date such supplement is filed with this Commission,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3763 of date July 20th, 1917."

ORDER No. 3764.

<p>In the Matter of</p> <p>CHESAPEAKE IRON WORKS, Complainant,</p> <p style="text-align: center;"><i>vs.</i></p> <p>THE BALTIMORE AND OHIO RAILROAD</p> <p style="text-align: center;">COMPANY, Defendant.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 437.</p>
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REPARATION CLAIM \$1.76.

This is a petition filed by The Baltimore and Ohio Railroad Company, by C. S. Wight, its General Freight Representative, on behalf of Chesapeake Iron Works, complainant, for permission to refund unto said complainant portion of drayage bill incurred by consignee through failure of said defendant to forward shipment of structural steel in accordance with bill of lading issued therefor.

The petition sets forth that on March 8th, 1916, shipment was made by the complainant herein, over the railroad of the defendant company, of one lot of structural steel weighing 6700 pounds, from Westport, Baltimore, Maryland, to Havre de Grace, Maryland,

Bill of lading called for Philadelphia, Baltimore and Washington Railroad delivery, whereas shipment was in error carried by defendant to Havre de Grace on its own tracks. The correct charge via route shipment traveled is \$6.37, based upon rate of 9.5 cents per 100 pounds, as per Supplement No. 9 to B. & O. R. R. P. S. C. Md. No. 432; had shipment been properly forwarded to Havre de Grace for P., B. & W. R. R. delivery the charge would have been \$7.71, based upon rate of 11.5 cents per 100 pounds.

As result of carrier's misrouting, consignee incurred drayage expenses of \$3.10, covering additional cost of hauling from B. & O. R. R. freight station. Deducting from the drayage charge the difference in freight charges between B. & O. R. R. and P., B. & W. R. R. deliveries, \$1.34, there remains \$1.76 which is the net additional expense the consignee was subjected to by reason of the misrouting upon the part of the carrier, and this is the amount defendant now seeks permission to refund to the complainant. It is agreed among the interested parties and stipulated of record that any order entered herein for refund of proportionate part of drayage charges incurred through misrouting of shipment in question shall be in favor of Chesapeake Iron Works.

It appearing, upon consideration of the matter, that consignee was put to additional expense to the amount of \$1.76 by failure of defendant to follow bill of lading instructions, which additional expense should properly be borne by the defendant company, it is this 20th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendant, said The Baltimore and Ohio Railroad Company, is hereby authorized and empowered to refund unto the complainant, said Chesapeake Iron Works, the sum of \$1.76 being the amount properly due by said defendant to said complainant for additional expense incurred by the consignee of shipment in question through failure of said defendant to forward said shipment to proper destination, as aforesaid.

ORDER No. 3765.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and the MAYOR AND CITY COUNCIL OF BALTIMORE for the Approval of an Agreement Dated June 14th, 1917, for the Sale by the Former to the Latter of One Pole Located on Montford Avenue, Baltimore, Maryland, Under the Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1385.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this 25th day of July, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3766.

In the Matter of

The Application of WASHINGTON, BALTIMORE
AND ANNAPOLIS ELECTRIC RAILROAD COM-
PANY for an Order Permitting and Ap-
proving the Construction of a Siding Con-
necting With Its Southbound Main Track
at Dodge Park, Maryland.

Before the

Public Service Commission
of Maryland.

Case No. 1386.

WHEREAS, It appears from the petition and exhibit filed in the above entitled matter that the proposed construction of the siding at Dodge Park, Maryland, is necessary and convenient for the public service; and this Commission being of the opinion that a hearing in this matter is not necessary under the terms and provisions of Section 26 of the Public Service Commission Law,

IT IS, THEREFORE, This twenty-fifth day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That the construction proposed in the above entitled applica-
tion be, and the same is hereby, permitted and approved.

ORDER No. 3769.

In the Matter of

The Application of THE CHESAPEAKE AND
POTOMAC TELEPHONE COMPANY OF BALTI-
MORE CITY and EDISON ELECTRIC ILLUMI-
NATING COMPANY OF CUMBERLAND, MARY-
LAND, for the Approval of an Agreement
Covering the Joint Use of Poles in Alle-
gany County, Maryland, Under the Terms
and Provisions of Order No. 2913, Entered
June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1387.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this 25th day of July, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3770.

In the Matter of The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commis- sion Law to File and Publish on Less Than Statutory Notice Supplement to Petition- er's Freight Tariff P. S. C. Md. No. 854.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 438.
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 26th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 854, establishing rate of \$1.16 per 2,000 pounds on stone, crushed, coated with asphalt, carloads, from Ellicott City, Maryland, to Garrison Forest, Maryland,

PROVIDED, Said supplement containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3770 of date July 26th, 1917."

ORDER No. 3771.

In the Matter of The Petition of THE PENNSYLVANIA RAIL- ROAD COMPANY for Permission Under Sec- tion 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Local Freight Tariff CC—P. S. C. Md. No. 151.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 439.
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The above mentioned petition having been received and filed upon consideration thereof, it is this 26th day of July, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's local freight tariff CC—P. S. C. Md. No. 151, establishing commodity rates from stations on Pennsylvania Railroad to Camp Meade (Admiral), Maryland, said rates to be as shown in petitioner's exhibit filed herein,

PROVIDED, Said tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3771 of date July 26th, 1917."

ORDER No. 3777.

<p>In the Matter of</p> <p>The Investigation of the Regulations, Practices, Equipment, Appliances and Services of the UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1123</p>
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WHEREAS, By Order No. 2866 of the Public Service Commission of Maryland it was directed that an investigation forthwith be made by said Commission of the regulations, practices, equipment, appliances and services of the United Railways and Electric Company of Baltimore, and by Order No. 2890 passed pursuant thereto, certain rules prescribed by said Commission were directed to be in force and to be observed by the said United Railways and Electric Company of Baltimore with respect to the transportation of persons, freight and property within this State;

AND WHEREAS, By Order No. 2906 passed in this cause upon the petition of said United Railways and Electric Company of Baltimore certain changes were made in Sections 9 and 10 of the rules prescribed by said Order No. 2890, and subsequently by Order No. 3293, likewise passed upon the petition of said Company, Sections 9, 10 and 14 of said rules were suspended until and including January 1st, 1917;

AND WHEREAS, This Commission has concluded as a result of the conference and hearing provided for by said Order No. 2866, supplemented by the checks and tests provided for in said Order No. 2890 that the service rendered by said Company through its "open" cross-seat cars is unjust, unreasonable, unsafe, unreasonably improper and inadequate, and that the rules so prescribed as aforesaid should forthwith be modified by making particular provisions for service for said open cross-seat cars, subject to the right of said Company to show cause, if any it have, why the rule now proposed to be adopted by this Commission with respect to said open cross-seat cars is not a reasonable rule;

IT IS, THEREFORE, On this 1st day of August, 1917, by the Public Service Commission of Maryland,

Ordered, Unless cause to the contrary be shown by said Company within the time hereinafter prescribed, that the rules to be observed by the United Railways & Electric Company of Baltimore in respect to the transportation of persons, freight and property within the State of Maryland as prescribed by Order No. 2890 of this Commission as amended by its Order

No. 2906, be and the same are hereby amended by the insertion of a new rule to be designated and known as Section 10 A, the same to follow Section 10 of said rules as amended by said Order No. 2906 and to read as follows:

10 A. The foregoing rules 9 and 10 shall not be applicable to the type of cars commonly known as "open" cross-seat cars. Under no circumstances shall there be carried on any such individual "open" car a greater number of passengers than the number of seats for passengers on said cars in addition to not more than eight standing passengers on the back platform; except that during the advertised excursion season of the year and during the hours hereinafter designated, passengers may be permitted to stand in the last four aisles of each "open" car when being operated to and from the following resorts, to wit:

- (a) Riverview Park, from 1 P. M. to 1 A. M.
- (b) Hollywood Park, from 1 P. M. to 1. A. M.
- (c) Excursion resorts on the Westport line, from 1 P. M. to 1 A. M.

PROVIDED, That a copy of this order be forthwith served upon the proper officer of the said United Railways and Electric Company of Baltimore, and that said Company show cause, if any it have, by its statement in writing to be filed with this Commission within ten days from the date of service of such copy, why the rules aforesaid should not be amended as in this Order provided.

ORDER No. 3778.

In the Matter of

The Application of THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY for an Order Permitting and Approving the Construction, Operation and Maintenance of a Branch Railroad From a Point At or Near Back River on the Line of Said Railroad Company to a Connection With the Baltimore and Sparrows Point Railroad in Baltimore County, Maryland, and to Acquire by Purchase or Condemnation the Necessary Property Therefor.

Before the
Public Service Commission
of Maryland.

Case No. 1369.

The application of The Philadelphia, Baltimore and Washington Railroad Company, filed with the Public Service Commission of Maryland on the 6th

day of June, 1917, together with Exhibits A, B, C and D, praying the Commission to pass an order permitting and approving the construction, operation and maintenance of a railroad by the applicant in connection with its railroad at or near Back River to places on the Baltimore and Sparrows Point Railroad in the 12th District of Baltimore County in the State of Maryland, and more particularly described in paragraph 3 of the application and petition aforesaid, and as shown on the map filed with said application and petition marked "Exhibit B," and to acquire by purchase or condemnation the necessary land and property therefor, having been set for hearing on the 13th day of June, 1917, at 2 o'clock P. M., and a hearing accordingly having been had by the Commission; and it appearing from said application that the applicant, The Philadelphia, Baltimore and Washington Railroad Company, a corporation of the States of Maryland, Delaware and Pennsylvania, has been duly authorized by the Laws of Maryland to construct, maintain and operate the aforesaid railroad or branch railroad from the aforesaid connection with its main line in the 15th District of Baltimore County in the State of Maryland at or near Back River to the connections with the Baltimore and Sparrows Point Railroad in the 12th District of Baltimore County, Maryland, as aforesaid; and it further appearing that the necessary permits have been granted the applicant by the State Roads Commission of Maryland and the County Commissioners of Baltimore County for the construction of said railroad or branch railroad across the State and County roads and highways in Baltimore County, Maryland; it is, this second day of August, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the permission and approval of the Public Service Commission of Maryland are hereby given to The Philadelphia, Baltimore and Washington Railroad Company, a corporation of the States of Maryland, Delaware and Pennsylvania, the applicant and petitioner in the above entitled case, to construct, maintain and operate a railroad or branch railroad from its main line at or near Back River in the 15th District of Baltimore County in the State of Maryland, to a connection or connections with the Baltimore and Sparrows Point Railroad as described in paragraph 3 of the application and petition in this case and as shown on the map or plan marked "Exhibit B" filed with the petition and application herein.

ORDER No. 3786.

In the Matter of
The Application of HARRY B. FILLINGGAME
and JOHN S. KRASTEL for a Permit for the
Operation of a Motor Vehicle for Public
Use Between Chesapeake City and Elkton,
Maryland.

Before the
Public Service Commission
of Maryland.
Case No. 1377.

WHEREAS, Harry B. Fillinggame and John S. Krastel having made application to this Commission for a permit for the operation of a motor vehicle for public use between Chesapeake City and Elkton, Maryland, and

WHEREAS, The application having come on for hearing on June 26th, 1917, in accordance with this Commission's Order No. 3722 passed June 20th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience do not require the granting of said permit but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 3rd day of August, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Harry B. Fillinggame and John S. Krastel in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3787.

In the Matter of
The Petition of THE PENNSYLVANIA RAIL-
ROAD COMPANY for Permission Under Sec-
tion 15 of the Public Service Commission
Law to File and Publish on Less Than
Statutory Notice Supplement to Petition-
er's Freight Tariff GO—P. S. C. Md. No.
286.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 440.

The above mentioned petition having been received and filed, upon consideration thereof, it is this seventh day of August, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, Supplement to petitioner's freight tariff GO—P. S. C. Md. No. 286, reissuing Supplement No. 28 to said tariff and restoring as reissued items certain items included in Supplement No. 27 to said tariff

but in error not brought forward in Supplement No. 28 aforesaid; the supplement issued under authority of this order to become effective September 1st, 1917.

PROVIDED, Said supplement be filed with the Commission upon issuance of this order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3787 of date August 7th, 1917."

ORDER No. 3788.

<p>In the Matter of</p> <p>WOODBINE CANNING COMPANY, Complainant,</p> <p style="text-align: center;">vs.</p> <p>THE PENNSYLVANIA RAILROAD COMPANY</p> <p style="text-align: center;">and</p> <p>THE BALTIMORE AND OHIO RAILROAD COMPANY, Defendants.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 441.</p>
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REPARATION CLAIM, \$46.95.

This is a petition filed by The Pennsylvania Railroad Company, by E. P. Bates, its Assistant Freight Traffic Manager, and joined in by The Baltimore and Ohio Railroad Company by C. S. Wight, its General Freight Representative, on behalf of Woodbine Canning Company, complainant, for permission to refund unto said complainant that portion of freight bills rendered and collected from said complainant by said railroad companies which is in excess of a just and reasonable charge upon shipments of empty tin cans between points on defendants' lines within the State of Maryland.

The petition sets forth that between August 23rd, 1916, and September 5th, 1916, shipments were made, consigned to the complainant herein, over the railroads of the defendant companies from Baltimore, Maryland, to Woodbine, Maryland, of five carloads of empty tin cans, aggregating 126,900 pounds, on which were collected freight charges at rate of 15.7 cents per 100 pounds, as per supplement No. 3 to P. R. R. joint freight tariff GO—P. S. C. Md. No. 308. Shipments moved over Pennsylvania Railroad from Baltimore to Bay View, Baltimore, Maryland, and thence over Baltimore and Ohio Railroad to destination.

There was in effect at time these shipments moved rate of 12 cents per 100 pounds on empty tin cans, carloads, from Baltimore to Frederick, Maryland, which point is in same direction and on same line of road and more distant than Woodbine, thereby violating Section 19 of the Public Service Commission Law as regards the greater charge demanded and collected for the shorter haul.

The Pennsylvania Railroad Company filed with this Commission on March 2nd, 1917, effective April 5th, 1917, Supplement No. 15 to joint freight tariff GO—P. S. C. Md. No. 386, reducing the rate on commodity in question, carloads, from Baltimore to Frederick to 10 cents per 100 pounds, and from Baltimore to Woodbine to 8 cents per 100 pounds. The carriers are willing to refund to basis of rate of 12 cents per 100 pounds, which was the rate in effect from Baltimore to Frederick at time these shipments moved to Woodbine.

The complainant claims and the defendants admit that the rate lawfully applicable at the time and over the route shipments moved was under all the circumstances and conditions then existing excessive and unreasonable, and that the rate of 12 cents per 100 pounds would be a proper and reasonable rate to be applied to the shipments in question.

Upon consideration of the matter, it is this seventh day of August, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the defendants, said The Pennsylvania Railroad Company and said The Baltimore and Ohio Railroad Company, are hereby authorized and empowered to refund unto the complainant, said Woodbine Canning Company, the sum of \$46.95, being the difference between the amount charged and collected, \$199.23, for the five carloads aggregating 126,900 pounds, based on rate of 15.7 cents per 100 pounds, and the amount properly chargeable, \$152.28, at the rate of 12 cents per 100 pounds, as aforesaid, for the transportation of the shipments in question.

FURTHER Ordered, That unless otherwise ordered by this Commission the rate on empty tin cans, carloads, from Pennsylvania Railroad tracks, Baltimore, Maryland, to Baltimore and Ohio Railroad tracks, Woodbine, Maryland, shall not exceed the rate contemporaneously in effect on same commodity from Pennsylvania Railroad tracks, Baltimore, Maryland, to Baltimore and Ohio Railroad tracks, Frederick, Maryland, for a period of one year from the date of this order.

ORDER No. 3789.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement With the POLICE DEPARTMENT OF BALTIMORE CITY for the Transfer by the Latter to the Former of One Pole Located on the Northwest Corner of Monroe Street and Lafayette Avenue in Baltimore City, Maryland, Under the Terms and Provisions of Order No. 2954 Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1390.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this seventh day of August, in the year 1917, by the Public Service Commission of Maryland,

Ordered, that the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3794.

In the Matter of

The petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 446.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No 442.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 10th day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commis-

sion and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 446, correcting sixth-class rate applicable from stations 7241, 7244 to 7249 and 7259 to 7269 to stations on the Washington, Baltimore and Annapolis Electric Railroad taking rate group 2, to read "6" instead of "9.5" cents,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3794 of date August 10th, 1917."

ORDER No. 3795.

In the Matter of

The Application of the COMMISSIONERS OF RISING SUN for a Certificate of Authority to Build, Maintain and Operate an Electric Light Plant for Furnishing Light to Said Town and the Inhabitants Thereof and for Authority to Issue Bonds to an Amount Not Exceeding \$8,000.00 Par Value.

Before the
Public Service Commission
of Maryland.
:
Case No. 1383.

WHEREAS, By Chapter 92 of the Acts of 1916 of the General Assembly of Maryland, the Commissioners of Rising Sun, a municipal corporation created by and existing under the laws of the State of Maryland, were authorized and empowered to issue on the credit of the town of Rising Sun, bonds to an amount not exceeding Eight Thousand Dollars (\$8,000.00), bearing interest at a rate not exceeding five per centum (5%) per annum, said bonds to be redeemable at a period not greater than 20 years after date of issue, for the purpose of constructing and installing an electric light plant for said town, provided that before said bonds shall be issued said Commissioners of Rising Sun shall first submit the question of the proposed bond issue to the voters and taxpayers of said town at an election to be held for that purpose, which said election was duly held on Saturday, November 25th, 1916, at which election said issue of bonds for the purposes aforesaid was duly approved and authorized by a majority of the legally qualified voters and taxpayers of said town, and

WHEREAS, The Commissioners of Rising Sun have applied to this Commission for an order permitting and approving the construction and operation of the electric plant aforesaid, and for authority to issue bonds of said municipal corporation to the amount of Eight Thousand Dollars (\$8,000.00), bearing interest at rate of five percentum (5%) per annum, and

WHEREAS, Plans and specifications for said electric plant have been duly filed in these proceedings and have been approved by the Chief Engineer of this Commission, and

WHEREAS, This case coming on to be heard on July 19, 1917, after due notice published in compliance with this Commission's Order No. 3748, entered July 6th, 1917, and hearing having been postponed to August 3rd, 1917, upon which date hearing was duly had, and the Commission having determined after hearing that the public convenience and necessity require the exercise by said Commissioners of Rising Sun of the powers conferred upon them by the Act of Assembly above referred to, and that the use of the capital or proceeds of the bonds therein authorized is reasonably required for the purposes in said Act set forth,

IT IS, THEREFORE, This 10th day of August, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the exercise by the Commissioners of Rising Sun of the power and authority conferred upon them by Chapter 92 of the Acts of 1916 of the General Assembly of Maryland, to erect, equip, maintain and operate a plant for manufacturing and supplying electric current for lighting the streets, avenues, lanes, alleys, squares and ways of Rising Sun, and for other municipal purposes, and for supplying light, heat and power to the citizens of Rising Sun and vicinity, are approved.

2. That the issue and sale at par for cash by the Commissioners of Rising Sun of coupon bonds not exceeding in the aggregate the sum of Eight Thousand Dollars (\$8,000.00) of denomination of One Hundred Dollars (\$100.00) each, to bear interest at the rate of five per centum (5%) per annum and to mature as in said Act provided be, and the same are, hereby authorized and approved.

3. That the said Commissioners of Rising Sun shall make reports duly verified by affidavits as follows:

(a) Upon the sale for cash of the bonds, authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales, the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of said bonds, and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of the facilities hereby authorized and approved.

ORDER No. 3796.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff Establishing Rate of 65 Cents Per Ton of 2240 Pounds on Iron Ore, Carloads, Minimum Weight 60,000 Pounds, From Hanover, Maryland, to Highlandtown (Baltimore), Maryland.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 443.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 11th day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff establishing rate of 65 cents per ton of 2240 pounds on iron ore, carloads, minimum weight 60,000 pounds from Hanover, Maryland, to Highlandtown (Baltimore), Maryland.

PROVIDED, Tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3796 of date August 11th, 1917."

ORDER No. 3798.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and the PENINSULAR LIGHT AND POWER COMPANY, INC., for the Approval of an Agreement Dated June 14th, 1917, Covering the Sale by the Former to the Latter of Three Poles Located in the Town of Greensboro, Caroline County, Maryland, and Vicinity Under the Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1395.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this thirteenth day of August, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3800.

In the Matter of	}	Before the
The Application of D. V. BEACHLEY AND BROTHER for a Permit for the Operation of a Motor Vehicle for Public Use.		Public Service Commission of Maryland.
		Case No. 1392.

WHEREAS, D. V. Beachley and Brother having made application to this Commission for a permit for the operation of a motor vehicle for public use between Middletown, Maryland, and Frederick, Maryland, and

WHEREAS, The application having come on for hearing on August 17th, 1917, in accordance with this Commission's Order No. 3792 passed August 9th, 1917, and an oral opinion having been rendered by the Commission, through its Chairman, in which the conclusion was reached that the public welfare and convenience do not require the granting of said permit but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

IT IS, THEREFORE, This 17th day of August, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of D. V. Beachley and Brother in this case exhibited be, and the same is hereby refused and dismissed.

ORDER No. 3801.

In the Matter of	}	Before the
The Petition of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Toll Rates for Camp Meade, Maryland, a New Central Office.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 444.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 17th day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Chesapeake and Potomac Telephone Company of Baltimore City to file and publish on one day's notice to the Commission and the public, toll rates for Camp Meade, Maryland, a new central office to be opened at a camp for recruits of the United States Army located at Admiral, Maryland, to meet Governmental demands for immediate service at said camp.

PROVIDED, Tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3801 of date August 17th, 1917."

ORDER No. 3802.

In the Matter of	}	Before the
The Investigation of the Regulations, Practices, Equipment and Services of the UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE.		Public Service Commission of Maryland.
		Case No 1123.

A copy of Order No. 3777 of this Commission having been duly served upon the proper officer of the United Railways & Electric Company of Baltimore as by law provided, and T. A. Cross, the President of said Company having on the 9th day of August, 1917, addressed a letter to this Commission reading as follows:

"I beg to acknowledge receipt of your letter of August 1, 1917, enclosing Order No. 3777, passed by the Public Service Commission, in the above entitled matter, and to state that this Company will comply with the same."

IT IS, THEREFORE, On this 17th day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That the Rules to be Observed by the United Railways & Electric Company of Baltimore in respect to the Transportation of Person, Freight and Property within the State of Maryland as prescribed by Order No. 2890 of this Commission, as amended by its Order No. 2906, be and the same are hereby amended by the insertion of a new rule to be designated and known as Section 10 A, the same to follow Section 10 of said rules as amended by said Order No. 2906, and to read as follows:

10 A. The foregoing rules 9 and 10 shall not be applicable to the type of cars commonly known as "open" cross-seat cars. Under no circumstances shall there be carried on any such individual "open" car a greater number of passengers than the number of seats for passengers on said cars in addition to not more than eight standing passengers on the back platform; except that during the advertised excursion season of the year and during the hours hereinafter designated, passengers may be permitted to stand in the last four aisles of each "open" car when being operated to and from the following resorts, to wit:

- (a) Riverview Park from 1 P. M. to 1 A. M.
- (b) Hollywood Park from 1 P. M. to 1 A. M.
- (c) Excursion Resorts on the Westport line from 1 P. M. to 1 A. M.

AND IT IS FURTHER **Ordered**, That said rules shall become effective on the 20th day of August, 1917, and that a copy of this Order be forthwith served upon the proper officer of the said United Railways & Electric Company of Baltimore.

ORDER No. 3804.

In the Matter of

The Petition of the Carriers Named in the Official Classification by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice, Supplement No. 16 to P. S. C. Md. O. C. No. 44, Specific Rating to Apply on Military Impedimenta, Etc., to Become Effective September 1st, 1917, on Five Days' Notice to the Commission and the Public.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 445.

The above mentioned petition having been received and filed, upon consideration thereof, it is this twentieth day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be and is hereby given, the carriers named in the Official Classification by R. N. Collyer, their Agent, to file and publish on five days' notice to the Commission and the public, Supplement No. 16 to P. S. C. Md. O. C. No. 44, taking the place of and suspending item 10, page 32, Supplement No. 15 to P. S. C. Md. O. C. No. 44, which canceled the specifications now carried in Item 29, page 179, O. C. No. 44, said Supplement No. 16 to become effective September 1st, 1917, and shall read as follows:

"MILITARY IMPEDIMENTA, Camp Equipage, Subsistence Stores, Medical Stores, Emergency Ammunition, and other property of the Army, Navy, or Marine Corps, generally known as Impedimenta (but not including Livestock, Vehicles, or Personal Baggage) in mixed carloads in trains accompanying troops or otherwise, and covered by Government bills of Lading (loaded by forwarder, regardless of quantity and described as Military impedimenta, but without requiring specific descriptions, packing or weights).

Charges will be computed at the second-class freight rate and at estimated weight of 24,000 pounds for each car used; actual weights not to be required."

PROVIDED. Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3804 of date August 20th, 1917."

ORDER No. 3805.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 827.

Before the
Public Service Commission
of Maryland.
S. N. & R. Docket.
Case No. 446.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 22nd day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 827, canceling Supplement No. 7 to said tariff, which said Supplement No. 7, issued under authority of this Commission's Circular No. 10G, suspends until September 21st, 1917, the increased storage charge on flour at Baltimore, originally published in Supplement No. 1 to said tariff P. S. C. Md. No. 827; the vacation of suspension contained in Supplement No. 7 aforesaid to become effective September 20th, 1917.

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3805 of date August 22nd, 1917."

ORDER No. 3806.

In the Matter of	}	Before the
The Petition of THE MARYLAND ELECTRIC RAILWAYS COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff P. S. C. Md. No. 72.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 447.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 22nd day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Maryland Electric Railways Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff P. S. C. Md. No. 72, establishing rate of Ten Dollars (\$10.00) per car on tomatoes, from Revell, Maryland, and Jones, Maryland, to Pasadena, Maryland, said rate to include the return of empty baskets to original point of shipment,

PROVIDED, Said tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3806 of date August 22nd, 1917."

ORDER No. 3807.

In the Matter of	}	Before the
The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff CC—P. S. C. Md. No. 152.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 448.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 22nd day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission

and the public, petitioner's freight tariff CC—P. S. C. Md. No. 152, establishing switching charges at Camp Meade, Admiral, Maryland, as per specimen copy of said tariff, filed herein as exhibit,

PROVIDED, Said tariff be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3807 of date August 22nd, 1917."

ORDER No. 3808.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated May 28th, 1917, Covering the Sale by the Former to the Latter of Three Poles Located on Eager Place, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1396.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-third day of August, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3809.

In the Matter of	}	
W. W. BOYER AND COMPANY, Complainant,		Before the
vs.		Public Service Commission of Maryland.
PHILADELPHIA, BALTIMORE AND WASH- INGTON RAILROAD COMPANY		S. N. & R. Docket.
and		Case No 449.
THE BALTIMORE AND OHIO RAILROAD COMPANY, Defendants.		

REPARATION CLAIM \$135.78.

This is a petition filed by the Philadelphia, Baltimore and Washington Railroad Company, by E. P. Bates, its Assistant Freight Traffic Manager, and joined in by The Baltimore and Ohio Railroad Company by C. S. Wight, its General Freight Representative, on behalf of W. W. Boyer and Company, complainant, for permission to refund unto said complainant that portion of freight bills rendered and collected by said railroad companies which is in excess of a just and reasonable charge upon shipments of empty tin cans between points on defendants' lines within the State of Maryland.

The petition sets forth that between August 1st, 1916, and September 7th, 1916, shipments were made by the complainant herein over the railroads of the defendant companies from President Station, Baltimore, Maryland, to Mt. Airy, Maryland, of thirteen carloads of empty tin cans, aggregating 367,000 pounds, on which were collected freight charges at rate of 15.7 cents per 100 pounds, as per Supplement No. 3 to Pennsylvania Railroad's joint freight tariff GO—P. S. C. Md. No. 308. Shipments moved over Philadelphia, Baltimore and Washington Railroad from President Station to Bay View, Baltimore, and thence over Baltimore and Ohio Railroad to destination.

There was in effect at time these shipments moved rate of 12 cents per 100 pounds on empty tin cans, carloads, from Baltimore to Frederick, Maryland, which point is in same direction and on same line of road and more distant than Mt. Airy, thereby violating Section 19 of the Public Service Commission Law as regards the greater charge demanded and collected for the shorter haul.

The Pennsylvania Railroad Company filed with this Commission on March 2nd, 1917, effective April 5th, 1917, Supplement No. 15 to joint freight tariff GO—P. S. C. Md. No. 386, reducing the rate on commodity in question, carloads, from Baltimore to Frederick to 10 cents per 100 pounds, and from Baltimore to Mt. Airy to 9 cents per 100 pounds. The carriers

are willing to refund to basis of rate of 12 cents per 100 pounds, which was the rate in effect from Baltimore to Frederick at time these shipments moved to Mt. Airy.

It is agreed among the interested parties that any order entered herein for refund on account of excessive freight charges collected on the shipments in question shall be in favor of W. W. Boyer and Company.

The complainant claims and the defendants admit that the rate lawfully applicable at the time and over the route shipments moved was under all the circumstances and conditions then existing excessive and unreasonable, and that the rate of 12 cents per 100 pounds would be a proper and reasonable rate to be applied to the shipments in question.

Upon consideration of the matter, it is this twenty-third day of August, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the defendants, said Philadelphia, Baltimore and Washington Railroad Company and said The Baltimore and Ohio Railroad Company are hereby authorized and empowered to refund unto the complainant, said W. W. Boyer and Company, the sum of \$135.78, being the difference between the amount charged and collected, \$576.18, for the thirteen carloads aggregating 367,000 pounds, based on rate of 15.7 cents per 100 pounds and the amount properly chargeable, \$440.40, at the rate of 12 cents per 100 pounds, as aforesaid, for the transportation of the shipments in question.

FURTHER Ordered, That unless otherwise ordered by this Commission the rate on empty tin cans, carloads, from Pennsylvania Railroad tracks, Baltimore, Maryland, to Baltimore and Ohio Railroad tracks, Mt. Airy, Maryland, shall not exceed the rate contemporaneously in effect on same commodity from Pennsylvania Railroad tracks, Baltimore, Maryland, to Baltimore and Ohio Railroad tracks, Frederick, Maryland, for a period of one year from date of this order.

ORDER No. 3810.

In the Matter of

The Petition of the WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Rate of 4½ Cents Per 100 Pounds on Grain, Carloads, From Port Covington, Baltimore, Maryland, to Elliott City, Maryland.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No 450.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 24th day of August, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff, G. O. P. S. C. Md. No. 286, adding to said tariff the following rules:

"If space on property of this company is not available at Canton, Baltimore, Md., cars may be unloaded on lands of this company at other points intermediate to Canton, Baltimore, Md., subject to same charges and conditions as are applicable when unloaded at Canton, Baltimore, Md."

"Marietta, Pa., will be considered intermediate to Baltimore, Md., on traffic from points on Pennsylvania Railroad and connections north and west of Middletown, Pa., inclusive."

PROVIDED, Said supplement be filed with the Commission upon issuance of this order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3813 of date September 4th, 1917."

ORDER No. 3818.

In the Matter of

The Application of THE DENTON BUS COMPANY for an Order Permitting and Approving the Exercise of Its Franchise and for Authority to Issue 150 Shares of Its Capital Stock of the Par Value of \$10.00 Per Share and to Purchase Certain Busses and Property Belonging to P. Roland Fisher, Trading as The Denton Auto Company.

Before the
Public Service Commission
of Maryland.

Case No 1389.

WHEREAS, The Denton Bus Company has applied to this Commission for an order permitting and approving the exercise of its franchise granted it under its certificate of incorporation, a copy of which is filed in these proceedings, and for authority to issue one hundred and fifty (150) shares of its capital stock of the par value of Ten Dollars (\$10.00) per share; and,

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3780 passed August 2nd, 1917, and it being the opinion and finding of the Commission after due hearing that the exercise of said franchise is convenient for the public service, and that the issue of said capital stock is reasonably required for the purposes of said corporation,

IT IS, THEREFORE, This 6th day of September, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the exercise by The Denton Bus Company of the franchise granted by the certificate of incorporation above referred to be, and the same hereby is, permitted and approved.

2. That the issue by said The Denton Bus Company of one hundred and fifty (150) shares of its capital stock of the par value of Ten Dollars (\$10.00) per share for the acquisition of property and the construction, completion, extension and improvement of its facilities is hereby authorized and approved; one hundred and forty-five (145) shares of the par value of Fourteen Hundred and Fifty Dollars (\$1450) to be issued to one P. Roland Fisher, trading as The Denton Auto Company, in payment of four automobile busses, as more particularly described in application herein, and five (5) shares of the par value of Fifty Dollars (\$50.00) to be sold at par for cash.

3. That said The Denton Bus Company shall make reports duly verified by affidavits as follows:

(a) Upon the issue and sale for cash or otherwise of its stock, authorized and approved as aforesaid, or any part thereof, the fact of such issue and sale, the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of said stock, and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of its facilities.

ORDER No. 3828.

In the Matter of

The Application of THE TERMINAL FREEZING AND HEATING COMPANY for Authority to Issue and Sell \$44,000.00 Par Value of Its First Mortgage 5% Gold Bonds, Due April 1st, 1932, Being Part of an Authorized Issue of \$1,000,000, Par Value, Secured by Mortgage Deed of Trust Executed by the Applicant to the Baltimore Trust Company, Dated April 11th, 1912.

Before the
Public Service Commission
of Maryland.

Case No. 1397.

The petition filed in this cause coming on for hearing given in accordance with Order No. 3814 of this Commission, and it appearing to the Commission that the applicant, The Terminal Freezing and Heating Company, a body corporate of this State, proposes to issue \$44,000.00 par value of its 5% First Mortgage Gold Bonds, due April 1, 1932, fully described in said petition, issued under a certain deed of trust or mortgage dated April 1,

1912, by and between the said applicant and the Baltimore Trust Company, as trustee, a copy whereof has heretofore been filed with this Commission in Case No. 347, and it further appearing to the Commission that the proceeds of sale of said bonds are intended to refund to the applicant expenditure devoted by it to the acquisition, betterment and extension of its facilities, and the said petition and the exhibits filed therewith, having been read and considered and testimony taken in support thereof before the Commission,

IT IS THEREUPON, This 7th day of September, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland.

Ordered, 1. That so far as the said bonds are proposed to be issued by the Terminal Freezing & Heating Company, in its character as a "Heating and Refrigerating Corporation" within the meaning of the Public Service Commission Law of this State, for purpose referable to its character as a "Heating or Refrigerating Company," the said Terminal Freezing and Heating Company is hereby authorized to issue and sell at not less than eighty-seven and one-half per centum of their face value Forty-four Thousand Dollars (\$44,000.00) par value of its said 5% First Mortgage Gold Bonds, issued under and secured by the said Mortgage Deed of Trust, dated April 1, 1912, said bonds hereby authorized to be issued and sold being in addition to the \$400,000.00 par value thereof heretofore authorized to be issued and sold by the order of this Commission, dated June 21, 1912, passed in said Case No. 347, by its order therein No. 783, the said Commission being of the opinion that the use of the capital to be secured by the issue and sale of said bonds is reasonably required for the refund to it of expenditures made in extending, bettering and improving its facilities.

PROVIDED, However, that nothing in this order shall be deemed or taken to authorize the said The Terminal Freezing and Heating Company to issue any further or other evidences of indebtedness than such as are herein authorized, that shall constitute or create any lien or charge upon its property, plant and franchises that are under the control or within the jurisdiction of this Commission, without the consent and authority of this Commission first had, as required by law; and provided, further, that nothing in this order shall be deemed or taken in any way to abridge, interfere with or otherwise affect any duty or power which this Commission has or, but for this order, would have under the laws of this State with respect to the property, plant and franchises of said The Terminal Freezing and Heating Company, the service rendered by the same, and the price or rates for such service, or any other matter or thing connected with such service, including the power to ascertain and determine the value of the property employed in such service, and provided, further, that nothing in this order contained shall limit or qualify the right or authority of the said The Terminal Freezing & Heating Company, without further order, from resort to or proceedings before this Commission to exercise each and all the authorities conferred upon it by the said Order No. 783 of this Commission, dated June 21, 1912, passed in Case No. 347 and that the said The Termini-

nal Freezing & Heating Company be and it is hereby authorized to perform its agreement to sell said bonds to F. M. Dyer & Company.

2. That The Terminal Freezing and Heating Company shall make report duly verified by affidavit to this Commission in relation to said bonds as follows:

(a) Upon the issue and delivery of said bonds to F. M. Dyer & Company, and upon payment therefor at the price agreed upon, the fact of such issue, delivery and payment.

ORDER No. 3829.

In the Matter of

The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 1 to Petitioner's Freight Tariff M. & C.—P. S. C. Md. No. 3, Canceling Said Tariff as of October 1st, 1917.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 453.

The above mentioned petition having been received and filed, upon consideration thereof, it is, this seventh day of September, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, Supplement No. 1 to petitioner's freight tariff M. & C.—P. S. C. Md. No. 3, canceling said tariff as of October 1, 1917; the rates on milk, skimmed milk, buttermilk, pot cheese, cream and condensed milk at present published in said tariff being superseded on October 1, 1917, by petitioner's freight tariff M. & C.—P. S. C. Md. No. 4;

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3829 of date September 7, 1917."

ORDER No. 3832.

<p>In the Matter of</p> <p>The Complaint of the PUBLIC SERVICE COMMISSION OF MARYLAND</p> <p>vs.</p> <p>THE UNITED RAILWAYS AND ELECTRIC COM- PANY OF BALTIMORE, a Body Corporate. With Respect to the "Skip-Stop" Plan of Operating Its Cars.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1378.</p>
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The Assistant General Counsel to the Commission, on the 31st day of August, 1917, having filed his Report and Recommendations in the above matter with a copy of the rules prepared by him for the determination of intersections at which the United Railways and Electric Company of Baltimore shall not be required to stop its cars to take on or discharge passengers; and the Commission, by its order No. 3811 of August 31st, 1917, having directed that a copy of said Report and Recommendations be forthwith transmitted to the proper officer of said Company with directions that it notify the Commission within ten days from the receipt thereof whether it would accept and abide by the rules of procedure embodied in such Report and Recommendations if the Commission should thereafter adopt the same; and said Company, acting through Albert R. Stuart, its attorney, having on the 7th day of September, 1917, filed a notification that said Company would accept and abide by such rules of procedure should the Commission adopt the same;

IT IS, THEREFORE, This 10th day of September, 1917, by the Public Service Commission of Maryland,

Ordered, That on and after this date, and until otherwise ordered by the Commission, the following rules shall be in force, and shall be observed by the said United Railways and Electric Company of Baltimore, and by this Commission and its employees in respect to the method of procedure before this Commission in the determination of street intersections at which the United Railways and Electric Company of Baltimore shall not be required to stop its cars to take on or discharge passengers, to wit:

RULES
of
THE PUBLIC SERVICE COMMISSION OF MARYLAND
For
The Determination of Street Intersections at Which
THE UNITED RAILWAYS & ELECTRIC COMPANY OF BALTIMORE
Shall not be Required to Stop its Cars to Take
on or Discharge Passengers.

RULES.

GENERAL

Rule 1. From and after the date of the adoption of these rules the United Railways and Electric Company shall not designate any street intersection within the corporate limits of Baltimore City or any suburban street or highway crossing at which it has heretofore been accustomed to stop its cars to receive or discharge passengers as a "non-stop" crossing until it shall have first complied with the provisions of these rules, and shall have caused to be posted at such intersection in a conspicuous place a sign bearing the words "No Car Stop" or words of similar purport.

PROCEDURE.

Pending Complaints.

Rule 2. All complaints heretofore filed by members of the general public against the action of the Company in heretofore designating certain street intersections as "non-stop" crossings shall be determined as nearly as may be practicable in accordance with these rules, and both the Company and the persons making such complaints shall be notified of the date or dates set for any hearing or hearings of the same.

Notice and Application by the Company.

Rule 3. Said Company may at any time file with the Commission a notice designating any street or highway intersection as a "non-stop" crossing. A single notice may embrace more than one crossing upon any one line of the company, but shall not embrace more than one particular line except in so far as other lines operate over the same streets or highways affected by said notice. Said notice shall forthwith be referred by the Secretary of the Commission to the Transportation Expert who shall immediately investigate the propriety of the proposed elimination of the crossings therein referred to, and within ten days file objections to the elimination of any of the same which in his opinion should not be eliminated, with a statement of his specific reasons therefor. After said notice has been filed with the Commission for a period of ten days, said Company may cause such street or highway intersections designated in said notice to become "non-stop" crossings, except such intersections in regard to which the Transportation Expert of the Commission may have during said period of ten days filed such written objections. The Company may thereafter file with the Commission its application in writing for authority to designate any such intersection as a "non-stop" crossing, notwithstanding such objection. Thereupon, if the Commission decides that a public hearing is necessary, the Company shall, at its own expense, cause to be advertised in one or more daily papers of Baltimore City and for the number of times, not exceeding three, specified by the Commission in its order setting the application for hearing, a brief notice of its application and of the date and hour assigned for its hearing.

Complaints or Petitions by the Public.

Rule 4. Any member of the general public may at any time file a complaint or protest with the Commission against the further continuance of an existing "non-stop" crossing, whether previously authorized by order of the Commission or otherwise, or may by petition ask that the Company be required to stop its cars to receive or discharge passengers at any street or highway crossing or other place where such stopping of cars is alleged to be for the public convenience. Immediately upon the receipt of such complaint or petition the Commission shall cause a copy of the same to be transmitted to the Company with an order requiring an answer thereto within ten days from the date of the service of such copy. Upon the receipt of such answer and report of the Transportation Expert hereinafter provided for, the Commission shall forward copies of the same to the complainant, who shall, within ten days thereafter notify the Commission whether or not he desires to be heard upon his said complaint. Upon receipt of notice that such hearing is desired, or of its own motion if deemed expedient, the Commission shall fix a date for such hearing and notify both the Company and the petitioner. The Commission may in its discretion, and at its own expense, advertise notice of hearings to be held upon complaints or petitions filed under this rule.

Report of Transportation Expert.

Rule 5. Copies of all notices, applications, petitions or complaints filed as hereinbefore provided, shall immediately upon their receipt be transmitted to the Transportation Expert of the Commission, who shall within ten days from the receipt thereof make a thorough examination of the crossing or crossings involved and report to the Commission his observations and recommendation relative thereto. All reports filed under this rule shall embrace but one specific crossing each, separate reports for each crossing being filed where the application or complaint embraces more than one. The Transportation Expert shall likewise make such investigation and report with respect to all crossings involved in protests now pending.

Hearings.

Rule 6. The sole issue in all hearings held in pursuance of these rules shall be the reasonableness or unreasonableness from the standpoint of the public convenience, of the particular elimination or requirement of any particular stop or stops, and of the order or orders of the Commission passed relative thereto, and, so far as reasonably practicable, the evidence shall be confined at all hearings to such particular issue.

Rule 7. The Assistant General Counsel to the Commission shall represent the complainants or petitioners in all pending cases heard under these rules as well as in all complaints or petitions provided for in Rule 4. He shall also represent the public at all hearings held under Rule 3, provided that such representation may be dispensed with whenever the Commission deems the same not reasonably necessary.

Drawings and Plats.

Rule 8. The Company having heretofore furnished the Commission in convenient form for reference and filing drawings or plats of each of its lines upon which the "Skip-Stop" plan has heretofore been instituted showing all street intersections and clearly designating such of the same as have been designated as "non-stop" crossings, said Company shall, in all cases hereafter arising on lines upon which the plan has not heretofore been adopted, furnish the Commission a drawing or plat containing such information as to each and every such line. Such drawings or plats shall at all times be kept up to date by the Commission's Transportation Expert.

Notice to Complainants.

Rule 9. Wherever complaints or petitions are filed under these rules bearing the names of more than one person, the signers shall designate one of their number (whose address in full shall be given) as the person upon whom notices provided for in these rules shall be served, and notice to the person so designated shall be notice to all within the meaning of these rules.

Appeals.

Rule 10. Either the Company or any member of the general public in interest shall have the right to resort to the courts for relief against any adverse ruling or order of the Commission arising out of the subject-matter of these rules, as provided by the Public Service Commission Law of Maryland.

AND IT IS FURTHER **Ordered**, That a copy of this Order be forthwith served upon the proper officer of the said United Railways and Electric Company of Baltimore.

 ORDER No. 3833.

In the Matter of The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commis- sion Law to File and Publish on Less Than Statutory Notice Petitioner's Propor- tional Freight Tariff P. S. C. Md. No. 911.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 454.
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The above mentioned petition having been received and filed, upon consideration thereof, it is this tenth day of September, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Com-

mission and the public, petitioner's proportional freight tariff P. S. C. Md. No. 911, to become effective September 17, 1917, to correct clerical error in petitioner's tariff P. S. C. Md. No. 904, filed to become effective on same date, and which tariff erroneously publishes rate of ninety (90) cents for 2000 pounds on iron and steel articles, carloads, between Annapolis Junction, Maryland, and Camp Meade, Maryland, instead of rate of sixty (60) cents per 2000 pounds in effect at present time and which rate it is intended to continue in effect.

PROVIDED, Said tariff be filed with the Commission upon issuance of this order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission
of Maryland, Order No. 3833 of date September 10, 1917."

ORDER No. 3834.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Between It and the CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Sale by the Former to the Latter of One Pole Located on the East Side of Callendar Street, 12 Feet North of Reinhardt Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1401.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this tenth day of September, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3835.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Between It and the CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Sale by the Former to the Latter of One Pole Located Ten Feet North of Rear Building Line of 1701 North Monroe Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1402.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this tenth day of September, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3838.

In the Matter of

The Complaint of STATE ROADS COMMISSION

vs.

G. E. BIDDISON.

Before the
Public Service Commission
of Maryland.

Case No. 1359.

WHEREAS, It appears from the papers filed in this case and particularly from the letter of the Chairman of the State Roads Commission filed herein on the date hereof that the complaint has been satisfied,

IT IS, THEREFORE, This eleventh day of September, 1917, by the Public Service Commission of Maryland,

Ordered, That the said complaint be, and the same is hereby, dismissed.

ORDER No. 3839.

<p>In the Matter of</p> <p>The Complaint of VENA M. HAROLD</p> <p>vs.</p> <p>CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1388.</p>
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The above cause having been previously set for hearing and having been heard on the date hereof, when both parties were represented in person or by counsel, and it being the opinion and finding of the Commission that the complainant is not entitled to the relief for which she has prayed,

It IS, THEREFORE, This 13th day of September, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3840.

<p>In the Matter of</p> <p>The Joint Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and MAPLEVILLE TELE- PHONE COMPANY OF WASHINGTON COUNTY, Both Corporations of the State of Mary- land, for an Order Permitting and Ap- proving the Sale by the Latter and the Purchase by the Former of All the Prop- erty, Real and Personal, and All the Rights, Privileges, and Franchises of the Latter by the Former Company.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1380.</p>
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The application of The Chesapeake and Potomac Telephone Company of Baltimore City, and of Mapleville Telephone Company of Washington County, both corporations of the State of Maryland, duly incorporated under the general incorporation laws of the State of Maryland, filed with the Commission on the first day of July, 1917, praying for an order of the Commission approving the sale by the latter company and the purchase by the former company, of all the property, real and personal, and all the rights, privileges and franchises, of the said Mapleville Telephone Company

of Washington County, for the sum of Three Hundred and Fifty Dollars (\$350.00), upon the terms and conditions of the agreement between the said two companies dated the 12th day of March, 1917, filed with said application and marked "Exhibit No. 2," and notice of the hearing of said application having been duly published, coming on to be heard; and the application and exhibits filed therewith having been read and considered, and this Commission having determined from the evidence submitted on the hearing of the said application that the things to which its permission and approval are prayed in the petition will be to the benefit and for the convenience and advantage of the general public and the public service;

IT IS, THEREFORE, This fourteenth day of September, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval, permission and authority of the Commission is hereby given to the sale by the Mapleville Telephone Company of Washington County, and the purchase by The Chesapeake and Potomac Telephone Company of Baltimore City, of all the property, real and personal, and all the rights, privileges and franchises of said Mapleville Telephone Company of Washington County, at and for the price of Three Hundred and Fifty Dollars (\$350.00); and upon the other terms and conditions and stipulations set forth in the said agreement between the said two corporations, dated the 12th day of March, 1917, a copy of which is filed in these proceedings marked "Applicants' Exhibit No. 2."

ORDER No. 3841.

In the Matter of

The Application of THE HAGERSTOWN AND
FREDERICK RAILWAY COMPANY for Author-
ity to Issue \$300,000.00 Par Value of Its
Fifteen-Year Collateral Trust Gold Cou-
pon Notes.

Before the
Public Service Commission
of Maryland.

Case No. 1398.

WHEREAS, The Hagerstown and Frederick Railway Company has applied to this Commission for authority to issue and deliver its fifteen-year 5% collateral trust coupon notes bearing date of September 1st, 1917, to the amount of three hundred thousand dollars (\$300,000.00) face value, or so much thereof as may be necessary, in order to acquire the capital stock, common and preferred, of the Chambersburg, Greencastle and Waynesboro Street Railway Company, upon the terms in the application set forth, and

WHEREAS, The application having come on for hearing on September 13th, 1917, after due notice published in accordance with this Commission's Order No. 3815 passed September 4th, 1917, and it being the opinion and finding of the Commission after due hearing that the issue and delivery of said notes is reasonably required for the purposes of said corporation,

It Is, THEREFORE, This 14th day of September, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the applicant, The Hagerstown and Frederick Railway Company, be and it is hereby authorized to issue and deliver not exceeding \$300,000.00, face amount, of fifteen-year collateral trust gold coupon notes; the amount to be issued, as set forth in the petition herein, to be the sum of the number of shares of preferred stock of the Chambersburg, Greencastle and Waynesboro Street Railway Company, a Pennsylvania corporation, purchased and deposited with the Trustee of the trust agreement, pursuant to which said notes are to be issued, multiplied by \$35.71, and the number of shares of common stock of said company, purchased and deposited, multiplied by \$14.29; the Commission having determined that the use of the capital to be secured by the issuance of such notes is reasonably required for the purposes of said company, to wit, the acquisition of property.

It Is FURTHER **Ordered,** That said The Hagerstown and Frederick Railway Company shall make report to this Commission, duly verified by affidavit, upon the completion of the issuance and delivery of said notes, showing the amount thereof issued and delivered, and the property thereby acquired.

ORDER No. 3851.

<p>In the Matter of</p> <p>The Application of the BALTIMORE COUNTY WATER AND ELECTRIC COMPANY for Per- mission and Approval to Change and Re- adjust Its Schedules of Quarterly Mini- mum Charges or Rates on Metered Water Supply Service.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 375.</p>
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Upon the application of the Baltimore County Water & Electric Company filed July 24th, 1917, in the above cause, it is this 14th day of September, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and the same is hereby, granted said Baltimore County Water & Electric Company to recast and readjust its books of account as set forth in such petition;

PROVIDED, That the amount set up as a special reserve (P. S. C.) all districts, Account No. 89, of \$470,216.53 shall not be distributed or disposed of except with the permission and approval from time to time of this Commission.

ORDER No. 3853.

In the Matter of The Petition of THE PENNSYLVANIA RAIL- ROAD COMPANY for Permission Under Sec- tion 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tar- iff GO—P. S. C. Md. No. 470.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 455.
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 19th day of September, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff GO—P. S. C. Md. No. 470, establishing rates on cord-wood, carloads, to Camp Meade (Admiral), Maryland, from stations on line of petitioner; said rates to be as shown in exhibit filed herein,

PROVIDED, Said tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

“Issued under special permission of the Public Service Commission
of Maryland, Order No. 3853 of date September 19th, 1917.”

ORDER No. 3858.

In the Matter of The Application of FRANK BUTTION for a Permit for the Operation of a Motor Ve- hicle for Public Use.	}	Before the Public Service Commission of Maryland. Case No. 1405.
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WHEREAS, Frank Buttion having made application to this Commission for a permit for the operation of a motor vehicle for public use in the transportation of passengers between Lombard and Eighth Streets, Highlandtown, Maryland, and Chesaco Park, Maryland, and

WHEREAS, The application having come on for hearing on September 24th, 1917, in accordance with this Commission's Order No. 3852 passed September 17th, 1917, and it being the opinion and finding of the Commission after due hearing that the public welfare and convenience require the granting of said permit,

IT IS, THEREFORE, This 26th day of September, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of Frank Buttion in this case exhibited be, and the same is hereby granted and that the permit applied for be issued between Lombard and Eighth Streets, Highlandtown, Maryland, and Chesaco Park, Maryland, via Philadelphia Road to the intersection of Philadelphia Road and Chesaco Avenue, thence on Chesaco Avenue to Chesaco Park.

ORDER No. 3859.

In the Matter of

The Petition of THE CUMBERLAND VALLEY RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 17 to Petitioner's Local Freight Tariff P. S. C. Md. No. 92.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 456.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 26th day of September, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Cumberland Valley Railroad Company to file and publish on one day's notice to the Commission and the public, Supplement No. 17 to petitioner's local freight tariff P. S. C. Md. No. 92, providing for the cancelation of Supplement No. 16 to said tariff P. S. C. Md. No. 92, which said supplement. containing increased rates applicable to the transportation of Maryland intrastate traffic, was filed with this Commission on August 17th, 1917. to become effective October 1st, 1917,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3859 of date September 26th, 1917."

ORDER No. 3860.

In the Matter of

The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Withdrawal of Petitioner's Freight Tariff M & C—P. S. C. Md. No. 4, Filed to Become Effective October 1st, 1917, and to Continue in Effect on and After Said Date Rates in Effect at Present Time and Published in Petitioner's Freight Tariff M & C—P. S. C. Md. No. 4, on Milk, Cream, Etc., So Far as Same Are Applicable to Transportation of Maryland Intrastate Traffic.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 457.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 26th day of September, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, withdrawal of petitioner's freight tariff M & C—P. S. C. Md. No. 4, filed to become effective October 1st, 1917, and to continue in effect on and after said date rates in effect at present time and published in petitioner's freight tariff M & C—P. S. C. Md. No. 4, on milk, cream, etc., so far as same are applicable to transportation of Maryland intrastate traffic,

PROVIDED, Tariff continuing in effect said present effective rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3860 of date September 26th, 1917."

ORDER No. 3861.

In the Matter of

The Application of MARYLAND AND PENNSYLVANIA TRANSIT COMPANY for an Order Permitting and Approving the Abandonment of Its Franchise and Its Operation Thereunder.

Before the
Public Service Commission
of Maryland.

Case No. 1408.

This case having this day come on for hearing in accordance with this Commission's Order No. 3856 passed September 21st, 1917, and no protests thereto having been made, and the Commission having determined after due hearing that the exercise of the franchise of the applicant is no longer necessary or convenient for the public service, in view of the fact that the passenger bus line of applicant has been operated at a considerable loss to the applicant,

IT IS, THEREFORE, This 27th day of September, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland.

Ordered, That the applicant, the said Maryland and Pennsylvania Transit Company, be and it is hereby authorized to abandon the franchise previously exercised by it and to cease doing business as a common carrier within the State of Maryland from and after the date hereof.

ORDER No. 3862.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Rate of 60 Cents Per 2,000 Pounds on Lithopone (Dry Earth Paint), Carloads, Minimum Weight 40,000 Pounds, From St. Helena, Maryland, to President and Fawn Streets, Baltimore, Maryland.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 458.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 27th day of September, 1917, by the Public Service Commission of Maryland.

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, rate of 60 cents per 2,000 pounds on lithopone (dry earth paint), carloads, minimum weight 40,000 pounds, from St. Helena, Maryland, to President and Fawn Streets, Baltimore, Maryland.

PROVIDED, Tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3862 of date September 27th, 1917."

ORDER No. 3863.

In the Matter of	}	Before the
The Application of C. W. BUNTING for a		Public Service Commission
Permit for the Operation of a Motor		of Maryland.
Vehicle for Public Use.		Case No. 1406.

WHEREAS, C. W. Bunting having made application for a permit for the operation of a motor vehicle for public use, and

WHEREAS, The application having this day come on for hearing in accordance with this Commission's Order No. 3854 passed September 20, 1917, at which hearing complainant failed to appear, and at which hearing counsel for existing bus line operating between same points proposed to be served by applicant appeared in protest of the granting of the permit prayed for, and

WHEREAS, It being the opinion and finding of the Commission after due hearing that the public welfare and convenience do not require the granting of said permit, but that on the contrary the granting of such a permit would be prejudicial to the welfare and convenience of the public,

It Is, THEREFORE, This 28th day of September, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the application of C. W. Bunting in this case exhibited be, and the same is, hereby refused and dismissed.

ORDER No. 3865.

In the Matter of	}	Before the
THE MAYOR AND COMMON COUNCIL OF		Public Service Commission
WESTMINSTER, a Municipal		of Maryland.
Corporation,		
vs.		Case No. 1410.
CONSOLIDATED PUBLIC UTILITIES COMPANY,		
a Corporation.		

The Petition and Complaint of the Mayor and Common Council of Westminster, a municipal corporation, in the above entitled matter, having been

duly considered by the Commission, it is, this 29th day of September, in the year 1917, after a full presentation to the Commission of the views of the said Complainant in the premises by its attorney, Guy W. Steele, Esquire,

Ordered, By the Public Service Commission of Maryland that the request made by the said Complainant that the Commission direct its General Counsel to commence a proceeding in the Circuit Court for Carroll County to enjoin the Consolidated Public Utilities Company from enforcing, or attempting to enforce, the rates and regulations mentioned in said Petition and Complaint be and the same is hereby refused, without prejudice, however, to the right of the Complainant to prosecute any other action or proceeding, or to do any other act or thing that it may deem proper for the vindication of its rights, or supposed rights, in the premises.

FINDINGS.

In the Matter of

The Application of THE ARTESIAN WATER COMPANY for an Order Permitting and Approving the Purchase by Said Company of Eighty Per Cent Par Value of the Capital Stock of The Suburban Water Company, Now Held by The Southern Investment and Securities Company, and the Purchase of All the Stock of the Realty Finance Corporation Now Held by Bancroft Hill, and for Authority to Issue \$125,000.00 of the Capital Stock and \$15,000.00 First Mortgage Bonds of Said Artesian Water Company.

Before the
Public Service Commission
of Maryland.

Case No. 1384.

Appearance:

ROBERT P. GRAHAM, ESQ., for applicant.

TIMANUS, Commissioner.

Filed October 1st, 1917.

The Artesian Water Company, a Maryland corporation, engaged in the supplying of water in the northern and northwestern suburbs adjacent to Baltimore City, seeks the ratification by the Commission of a contract it has entered into with The Southern Investment and Securities Company, which company holds 80% of the capital stock of The Suburban Water Company, for the purchase by the former and the sale by the latter, of the common capital stock of The Suburban Water Company to the amount of Eighty Thousand Dollars (\$80,000) par value, being all of the stock of The

Suburban Water Company so held by The Southern Investment and Securities Company, to be paid for in stock of The Artesian Water Company, par for par. The Suburban Water Company is a corporation supplying water in the same general locality served by the applicant, The Artesian Water Company. There is outstanding \$20,000 of the stock of The Suburban Water Company in addition to the \$80,000 of stock The Artesian Water Company proposes to acquire, and provision is to be made to exchange this stock, upon application of the holders thereof, for stock of The Artesian Water Company, par for par.

The Artesian Water Company also seeks authority to purchase from Bancroft Hill all of the outstanding capital stock of The Realty Finance Corporation, a Maryland corporation, owning certain lands and water rights in the territory lying between the section served by The Artesian Water Company and that served by The Suburban Water Company, for the sum of Forty Thousand Dollars (\$40,000.00) to be paid for in stock of The Artesian Water Company to the amount of \$25,000.00 par value, and first mortgage bonds of The Artesian Water Company to the amount of \$15,000.00.

In order to pay for the property it proposes to acquire, The Artesian Water Company seeks authority to issue \$125,000.00 of its capital stock and \$15,000.00 of its first mortgage bonds. The original amount of authorized capital stock of The Artesian Water Company is \$100,000.00, of which \$50,500.00 is issued and outstanding; at meetings of the board of directors and of stockholders of said company an increase of authorized capital stock to \$200,000.00 has been authorized. The \$15,000.00 of bonds it is proposed to issue is a part of a total issue of \$150,000.00, of which \$70,000.00 was issued under authority of this Commission's Order No. 2029 dated October 13th, 1914.

The application sets forth that the consummation of the plans proposed will result in these water companies being brought under one management and that the water-using public in the territory served by the several companies will, as a result of such consolidation, receive a more efficient and satisfactory service.

By resolution of the Commission entered on July 20th, 1917, Commissioner Timanus was authorized to hold hearing and inquiry in this case on July 23rd, 1917, due notice of which hearing was given by newspaper advertisement, as required by Order No. 3757 of the Commission passed July 11th, 1917.

At various times in the past The Suburban Water Company has had a failure of its water supply, due to different causes. Sometimes the failure has been only partial and of short duration, while upon other occasions it has been complete and of longer duration. Such failures of supply naturally resulted in hardship to the customers of the company. In fact, at times, the lack of water brought about conditions which were almost intolerable and which have given the Commission much concern in the past. On the other hand, The Artesian Water Company has at all times had an abundant supply of pure water, which supply is ample for its present requirements. The management of The Suburban Water Company has at

times been lax, if not actually inefficient, while the management of The Artesian Water Company has been alert and progressive. By the purchase of the stock of The Suburban Water Company by The Artesian Water Company the management of the two utilities will be consolidated, and will result in more satisfactory service to the water takers.

The provision for the exchange of the remaining outstanding stock of The Suburban Water Company for stock of equal par value of The Artesian Water Company is proper. It might be stated in passing that neither of these companies has ever paid any dividends.

The property of The Realty Finance Corporation, which The Artesian Water Company desires to secure through the purchase of the entire outstanding capital stock of The Realty Finance Corporation, now held by Bancroft Hill, for himself and associates, has been appraised by Mr. Ezra B. Whitman, formerly Water Engineer of the City of Baltimore and now member of the engineering firm of Norton, Bird and Whitman, as having a value of \$45,760.00. Part of this value is made up of real estate, producing artesian wells, water mains and other corporeal property, the remainder consisting of certain intangible rights. By the agreement Bancroft Hill is to assume and pay off all outstanding debts and obligations of The Realty Finance Corporation as of June 30th, 1917, and receive for his stock in said company \$15,000.00 of 6% bonds and \$25,000.00 of the capital stock of The Artesian Water Company. The property of The Realty Finance Corporation lies between the territory served by The Artesian Water Company and that served by The Suburban Water Company, claimed by engineers to be the best water-bearing property in close proximity to either water company, and it is deemed essential that same be acquired by The Artesian Water Company in order to insure an adequate water supply for these companies now and hereafter, though, as before stated, the water supply of The Artesian Water Company is ample for its present requirements.

After full consideration of the various matters presented in this application I conclude that the consummation of the several plans above outlined is necessary and convenient for the public service and should be permitted by the Commission and I therefore recommend that an order be entered by the Commission granting the application.

ORDER No. 3867.

In the Matter of

The Application of THE ARTESIAN WATER COMPANY for an Order Permitting and Approving the Purchase by Said Company of Eighty Per Cent Par Value of the Capital Stock of The Suburban Water Company, Now Held by The Southern Investment and Securities Company, and the Purchase of All the Stock of the Realty Finance Corporation Now Held by Bancroft Hill, and for Authority to Issue \$125,000.00 of the Capital Stock and \$15,000.00 First Mortgage Bonds of Said Artesian Water Company.

Before the

Public Service Commission
of Maryland.

Case No. 1384.

IT IS **Ordered**, This 1st day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland, that the findings of Commissioner Timanus in the above entitled case be and the same are hereby approved, confirmed and ordered filed.

IT IS FURTHER **Ordered**, 1. That the purchase by The Artesian Water Company of \$80,000.00 par value of the capital stock of The Suburban Water Company, now held by The Southern Investment and Securities Company to be paid for in capital stock of The Artesian Water Company of the like par value of \$80,000.00 is hereby permitted, approved and authorized.

2. That the purchase by The Artesian Water Company of the remaining \$20,000.00 par value of the capital stock of The Suburban Water Company, to be paid for in capital stock of The Artesian Water Company of like par value of \$20,000.00, or so much thereof as may be required for purposes of conversion, par for par alike, is hereby permitted, approved and authorized.

3. That the purchase by The Artesian Water Company of all of the outstanding capital stock of The Realty Finance Corporation now held by Bancroft Hill, for himself and associates, to be paid for in capital stock of The Artesian Water Company of the par value of \$25,000.00 and of 6% thirty-year bonds of said The Artesian Water Company of the face value of \$15,000.00, being part of a total authorized issue of One Hundred and Fifty Thousand Dollars (\$150,000.00) secured by a mortgage of all of the property and assets of said The Artesian Water Company, of which bonds of the face value of \$70,000.00 have been issued under authority of this Commission's Order No. 2029 dated October 13th, 1914, is hereby permitted, approved and authorized.

4. That the issue by The Artesian Water Company, when and as needed for the purposes stated in paragraphs 1, 2 and 3, above, of its capital stock in the amount of \$125,000.00 and its 6% thirty-year bonds, as in the preceding paragraph described, in the amount of \$15,000.00, is hereby

authorized, it being the opinion of the Commission that the use of the capital to be secured by such issue is reasonably required for the acquisition of property, the construction, completion, extension and improvement of its plant and distribution system, and for the improvement and maintenance of its service.

5. That The Artesian Water Company shall make reports duly verified by affidavits as follows:

Upon the issue of its stock and bonds, authorized as aforesaid, or any part thereof, the fact of such issue or issues, the terms and conditions thereof, and the amount realized therefrom, or the property thereby acquired, until all of the stock and bonds by this order authorized shall have been issued.

ORDER No. 3869.

<p>In the Matter of</p> <p>The Complaint of THE PUBLIC SERVICE COM- MISSION OF MARYLAND</p> <p style="text-align: center;"><i>against</i></p> <p>THE SUBURBAN WATER COMPANY, a Body Corporate, With Respect to the Safety and Adequacy of Its Service.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1342.</p>
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WHEREAS, The Public Service Commission of Maryland by resolution adopted on April 5th, 1917, directed its General Counsel to prepare and file a formal complaint against The Suburban Water Company, with respect to the safety and adequacy of the service furnished by said company, and

WHEREAS, Such complaint was duly filed by the Commission, through its General Counsel, on April 13th, 1917, and copy of same served upon said The Suburban Water Company, and

WHEREAS, Since the filing of complaint aforesaid, the management of said The Suburban Water Company has passed into other hands, and under which management the service furnished by said company has greatly improved, there being no complaint at the present time, respecting either the safety or adequacy of said service,

It is, after due consideration this 2nd day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and it is hereby dismissed without prejudice.

ORDER No. 3870.

<p>In the Matter of</p> <p>FISHER AND CAROZZA, Complainant,</p> <p>vs.</p> <p>THE PENNSYLVANIA RAILROAD COMPANY</p> <p>and</p> <p>WESTERN MARYLAND RAILWAY COMPANY, Defendants.</p>	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>S. N. & R. Docket.</p> <p>Case No. 459.</p>
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REPARATION CLAIM \$173.30.

This is a petition filed by The Pennsylvania Railroad Company, by E. P. Bates, its Assistant Freight Traffic Manager, and joined in by the Western Maryland Railway Company, by D. G. Gray, its Freight Traffic Manager, on behalf of Fisher and Carozza, complainant, for permission to refund unto said complainant that portion of freight bills rendered and collected from said complainant by said railroad companies which is in excess of a just and reasonable charge upon shipments of sand between points on defendants' lines within the State of Maryland.

The petition sets forth that on October 14th, 1916, shipments were made, consigned to the complainant herein, over the railroads of the defendant companies from Canton Station, Baltimore, Maryland, to Owing's Mills, Maryland, of eight carloads of sand aggregating 866,400 pounds, on which were charged sixth class rate of 8.3 cents per 100 pounds, as per tariff GO—P. S. C. Md. No. 365, issued by The Pennsylvania Railroad Company. Shipments moved over Pennsylvania Railroad from Canton Station to Fulton Junction, Maryland, and thence over Western Maryland Railway to destination.

At time these shipments moved there was in effect a rate of 84 cents per 2,000 pounds on sand, carloads, from Canton Station to Fulton Junction, and rate of 42 cents per 2,000 pounds from Fulton Junction to Owing's Mills. Pennsylvania Railroad filed with this Commission on April 27th, 1917, effective April 28th, 1917, Supplement No. 16 to its freight tariff GO—P. S. C. Md. No. 387, making rate on sand, carloads, from Canton Station to Owing's Mills \$1.26 per 2,000 pounds and it is on basis of this subsequently established rate that application is now made to refund.

The complainant claims and the defendants admit that the rate lawfully applicable at the time and over the route shipments moved was under all the circumstances and conditions then existing excessive and unreasonable, and that the rate of \$1.26 per 2,000 pounds, as set forth in Supplement No.

16 to P. R. R. freight tariff GO—P. S. C. Md. No. 387, would be a proper and reasonable rate to be applied to the shipments in question.

Upon consideration of the matter, it is this 2nd day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendants, said The Pennsylvania Railroad Company and said Western Maryland Railway Company are hereby authorized and empowered to refund unto the complainant, said Fisher and Carozza, the sum of \$173.30, being the difference between the amount charged and collected, \$719.13, for the eight carloads aggregating 866,400 pounds, based on rate of 8.3 cents per 100 pounds, and the amount properly chargeable, \$545.83, at the rate of \$1.26 per 2,000 pounds, as aforesaid, for the transportation of the shipments in question.

FURTHER Ordered, That unless otherwise ordered by this Commission the rate on sand, carloads, from Canton Station, Baltimore, Maryland, to Owing's Mills, Maryland, shall not exceed the sum of the rates contemporaneously in effect on same commodity from Canton Station to Fulton Junction and from Fulton Junction to Owing's Mills, for a period of one year from the date of this Order.

ORDER No. 3871.

In the Matter of

The Application of C. M. RUDD AND C. L. RUDD for Permission to Discontinue the Operation of Motor Vehicles for Public Use Between Towson and Fifth Regiment Encampment and Between Fifth Regiment Encampment and Towson.

Before the
Public Service Commission
of Maryland.

The foregoing application and recommendation to discontinue service having been received and filed, it is this second day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That said application be, and the same is, hereby approved and permission granted to discontinue service.

ORDER No. 3872.

In the Matter of	}	Before the
The Application of J. EDWIN HOOD for Per- mission to Discontinue the Operation of a Motor Vehicle Between Sykesville and El- licott City, Maryland.		Public Service Commission of Maryland.

The foregoing application and recommendation to discontinue service having been received and filed, it is this first day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That said application be, and the same is, hereby approved and permission granted to discontinue service.

ORDER No. 3874.

In the Matter of	}	Before the
The Application of CUMBERLAND AND WEST- ERNPORT ELECTRIC RAILWAY COMPANY for Authority to Renew Certain Short Term Notes.		Public Service Commission of Maryland. Case No. 1407.

WHEREAS, The Cumberland and Westernport Electric Railway Company has applied to this Commission for authority to issue its short term notes in renewal of certain short term notes heretofore issued by it and now outstanding, which said renewal will make the total life of said notes more than one year, and

WHEREAS, The application having this day come on for hearing after due notice published in accordance with this Commission's Order No. 3855, dated September 20th, 1917, and it being the opinion and finding of the Commission after hearing that the use of the capital to be secured by said issue of notes is reasonably required for the purposes of the said Cumberland and Westernport Electric Railway Company to wit: the discharge or lawful refunding of its obligations, and the construction, completion, extension, improvement and maintenance of its facilities,

IT IS, THEREFORE, This 3rd day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the issue and delivery by the said Cumberland and Westernport Electric Railway Company of its short term notes in the aggregate amount of \$71,462.15, bearing interest at a rate not exceeding six per centum per annum, and payable at periods of same length as notes for which they are given in renewal, as follows:

<i>To</i>	<i>Amount</i>	<i>Date Given</i>	<i>Period</i>
Second National Bank, Cumberland..	\$10,000.00	April 2, 1917	6 months
First National Bank, Frostburg.....	10,000.00	Oct. 2, 1916	6 months
	Renewed	April 2, 1917	6 months
First National Bank, Lonaconing....	3,000.00	May 7, 1917	6 months
J. G. Storey, Clarysville.....	2,500.00	May 24, 1917	6 months
Third National Bank, Cumberland...	5,000.00	May 26, 1917	4 months
First National Bank, Piedmont.....	5,000.00	July 2, 1917	6 months
Third National Bank, Cumberland...	5,000.00	Dec. 15, 1916	6 months
	Renewed	June 15, 1917	6 months
Lonaconing Sav. Bank, Lonaconing...	5,000.00	July 31, 1917	4 months
First National Bank, Piedmont.....	5,000.00	Jan. 31, 1917	6 months
	Renewed	July 31, 1917	6 months
First National Bank, Frostburg.....	5,000.00	Feb. 1, 1917	6 months
	Renewed	Aug. 1, 1917	6 months
Toledo Ry. & Light Co., Toledo.....	1,249.65	Aug. 1, 1917	4 months
Toledo Ry. & Light Co., Toledo.....	1,247.00	Aug. 1, 1917	8 months
Toledo Ry. & Light Co., Toledo.....	1,247.00	Aug. 1, 1917	12 months
Turbine Equip. Co., New York.....	1,847.50	Oct. 2, 1917	4 months
Westinghouse Electric Mfg. Co., Pitts-			
burgh.....	7,855.00	Sept. 10, 1917	90 days
Westinghouse Traction Brake Co.,			
Pittsburgh	2,000.00	Sept. 15, 1917	4 months
Iron City Elec. Co., Pittsburgh.....	516.00	Sept. 18, 1917	3 months
Total.....		\$71,462.15	

be and the same is hereby authorized and approved.

2. That the said Cumberland and Westernport Electric Railway Company shall make reports, duly verified by affidavits, to this Commission at the termination of each and every period of six months from the date of this Order, showing the notes renewed from the date of this Order, in case of first report, and from the date of last previous report, in case of subsequent reports, and showing all notes outstanding at the date of each of said reports, until all of said notes shall have been paid and taken up.

ORDER No. 3876.

In the Matter of

The Application of THE CONSOLIDATED POWER COMPANY OF BALTIMORE and the CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for an Order Permitting and Approving the Former Corporation to Exercise Its Rights and Privileges Under Its Franchises Granted, or to Be Granted, to It and to Begin Construction; and for Authority to Issue \$5,000,000.00 of Five-Year Six Per Cent Secured Notes, and as Collateral Therefor to Issue \$6,000,000.00 of First Mortgage Five Per Cent Bonds of a Total Authorized Issue of \$15,000,000.00, and to Issue \$1,274,900.00 of Six Per Cent Preferred Stock and \$100.00 of Common Stock, and to Lease Its Property and Franchises for a Term of Twenty-five Years to the Consolidated Gas Electric Light and Power Company of Baltimore, and for Authority to the Consolidated Gas Electric Light and Power Company of Baltimore to Make Said Lease and to Acquire \$1,274,900.00, Par Value of Six Per Cent Preferred Stock and \$100.00 Par Value of Common Stock of The Consolidated Power Company of Baltimore.

Before the
Public Service Commission
of Maryland.

Case No. 1391.

WHEREAS, The Consolidated Power Company of Baltimore has applied to this Commission for an order and certificate of authority granting to it the permission and approval of this Commission to begin construction and to exercise the rights and privileges of said corporation under the franchises heretofore granted by the assent of the County Commissioners of Anne Arundel County, and also to exercise its rights and privileges under franchises for which application has been made to the County Commissioners of Baltimore County, and which have since been granted by the assent of the County Commissioners of Baltimore County; and

WHEREAS, The Consolidated Power Company of Baltimore has also applied to this Commission for an order authorizing and approving the issue by said corporation of five million dollars (\$5,000,000) of Five-Year Six Per Cent Secured Gold Notes, to be issued under an indenture between said corporation, the Consolidated Gas Electric Light and Power Company of

Baltimore and the Continental Trust Company, as Trustee, and also authorizing and approving the issue by said corporation of six million dollars (\$6,000,000) of First Mortgage Five Per Cent Twenty-Year Bonds, to be issued under an indenture between said corporation, the Consolidated Gas Electric Light and Power Company of Baltimore, and the Maryland Trust Company, as Trustee, and to be deposited as collateral to secure said issue of notes, and also authorizing and approving the issue by said corporation of one million, two hundred and seventy-four thousand, nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock and one hundred dollars (\$100) par value of common stock; and

WHEREAS, The Consolidated Gas Electric Light and Power Company of Baltimore has applied to this Commission for an order authorizing and approving the acquisition by it of one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock, and one hundred dollars (\$100) par value of common stock, of The Consolidated Power Company of Baltimore, and The Consolidated Power Company of Baltimore and the Consolidated Gas Electric Light and Power Company of Baltimore have applied for an order authorizing and approving a lease by The Consolidated Power Company of Baltimore to the Consolidated Gas Electric Light and Power Company of Baltimore of the property and franchises of the former corporation for the term of twenty-five years and upon the terms and conditions in said application more fully set forth; and

WHEREAS, After consideration of the said application of The Consolidated Power Company of Baltimore and the Consolidated Gas Electric Light and Power Company of Baltimore, and the exhibits filed therewith and thereafter, and after due hearing, the Commission is of the opinion that such construction and such exercise of rights and privileges under said franchises by the Consolidated Power Company of Baltimore is necessary or convenient for the public service and that the use of the capital to be secured by said issue of five million dollars (\$5,000,000) of notes, and of six million dollars (\$6,000,000) of bonds as collateral therefor, and one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of preferred stock and one hundred dollars (\$100) par value of common stock, is reasonably required for the purposes of The Consolidated Power Company of Baltimore as in said application set forth, to wit, for the acquisition of property and for the construction of its plant and distributing systems.

It is therefore, this third day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That The Consolidated Power Company of Baltimore be and it is hereby authorized:

(a) To begin construction and to exercise its rights and privileges under the franchises heretofore granted by the assent of the County Commissioners of Anne Arundel County, the franchises heretofore granted by the assent of the County Commissioners of Baltimore County, and any other franchises now possessed by it.

(b) To issue its Five-Year Six Per Cent Secured Gold notes, as aforesaid, in the amount of five million dollars (\$5,000,000) for the purposes aforesaid, and to issue and deposit as collateral to secure said notes its First Mortgage Five Per Cent Twenty-Year Bonds, in the amount of six million dollars (\$6,000,000).

(c) To issue for the purposes aforesaid one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock, and one hundred dollars (\$100) par value of common stock for cash at par.

AND IT IS FURTHER **Ordered**, That the Consolidated Gas Electric Light and Power Company of Baltimore be and it is hereby authorized to acquire one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock and one hundred dollars (\$100) par value of common stock of The Consolidated Power Company of Baltimore, paying therefor cash at par.

AND IT IS FURTHER **Ordered**, That The Consolidated Power Company of Baltimore and the Consolidated Gas Electric Light and Power Company be and they are hereby authorized to execute, make and carry out a lease by The Consolidated Power Company of Baltimore to the Consolidated Gas Electric Light and Power Company of Baltimore of the property and franchises of the former corporation for the term of twenty-five years and upon the terms and conditions hereinbefore referred to.

AND IT IS FURTHER **Ordered**, That said The Consolidated Power Company of Baltimore shall make reports, verified by affidavits, to this Commission as follows:

(a) Upon the sale for cash of said notes authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales and the terms and conditions thereof and the amount realized therefrom.

(b) Upon the issuance for cash of said preferred or common stock authorized and approved as aforesaid, or any part thereof, the fact of such issuance and the terms and conditions thereof and the amount realized therefrom.

(c) At the termination of every period of six months from the date of this order, the disposition or use made of the proceeds of said notes, preferred and common stock.

(d) Upon the issuance and the deposit thereof as collateral, of said bonds authorized and approved as aforesaid, or any part thereof, the fact of such issuance and deposit and the terms and conditions thereof and the amount realized therefrom.

(e) Upon the consummation of such lease to the Consolidated Gas Electric Light and Power Company of Baltimore, the fact of such lease, and the terms and conditions thereof, including a complete copy thereof.

AND IT IS FURTHER **Ordered**, That the said Consolidated Gas Electric Light and Power Company of Baltimore shall make reports, verified by affidavits, to this Commission as follows:

Upon the acquisition of such preferred and common stock of The Consolidated Power Company of Baltimore authorized and approved as aforesaid, or any part thereof, the fact of such acquisition, the terms and conditions thereof and the amount paid therefor.

Baltimore and the Continental Trust Company, as Trustee, and also authorizing and approving the issue by said corporation of six million dollars (\$6,000,000) of First Mortgage Five Per Cent Twenty-Year Bonds, to be issued under an indenture between said corporation, the Consolidated Gas Electric Light and Power Company of Baltimore, and the Maryland Trust Company, as Trustee, and to be deposited as collateral to secure said issue of notes, and also authorizing and approving the issue by said corporation of one million, two hundred and seventy-four thousand, nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock and one hundred dollars (\$100) par value of common stock; and

WHEREAS, The Consolidated Gas Electric Light and Power Company of Baltimore has applied to this Commission for an order authorizing and approving the acquisition by it of one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock, and one hundred dollars (\$100) par value of common stock, of The Consolidated Power Company of Baltimore, and The Consolidated Power Company of Baltimore and the Consolidated Gas Electric Light and Power Company of Baltimore have applied for an order authorizing and approving a lease by The Consolidated Power Company of Baltimore to the Consolidated Gas Electric Light and Power Company of Baltimore of the property and franchises of the former corporation for the term of twenty-five years and upon the terms and conditions in said application more fully set forth; and

WHEREAS, After consideration of the said application of The Consolidated Power Company of Baltimore and the Consolidated Gas Electric Light and Power Company of Baltimore, and the exhibits filed therewith and thereafter, and after due hearing, the Commission is of the opinion that such construction and such exercise of rights and privileges under said franchises by the Consolidated Power Company of Baltimore is necessary or convenient for the public service and that the use of the capital to be secured by said issue of five million dollars (\$5,000,000) of notes, and of six million dollars (\$6,000,000) of bonds as collateral therefor, and one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of preferred stock and one hundred dollars (\$100) par value of common stock, is reasonably required for the purposes of The Consolidated Power Company of Baltimore as in said application set forth, to wit, for the acquisition of property and for the construction of its plant and distributing systems.

It is therefore, this third day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That The Consolidated Power Company of Baltimore be and it is hereby authorized:

(a) To begin construction and to exercise its rights and privileges under the franchises heretofore granted by the assent of the County Commissioners of Anne Arundel County, the franchises heretofore granted by the assent of the County Commissioners of Baltimore County, and any other franchises now possessed by it.

(b) To issue its Five-Year Six Per Cent Secured Gold notes, as aforesaid, in the amount of five million dollars (\$5,000,000) for the purposes aforesaid, and to issue and deposit as collateral to secure said notes its First Mortgage Five Per Cent Twenty-Year Bonds, in the amount of six million dollars (\$6,000,000).

(c) To issue for the purposes aforesaid one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock, and one hundred dollars (\$100) par value of common stock for cash at par.

AND IT IS FURTHER **Ordered**, That the Consolidated Gas Electric Light and Power Company of Baltimore be and it is hereby authorized to acquire one million two hundred and seventy-four thousand nine hundred dollars (\$1,274,900) par value of six per cent non-voting preferred stock and one hundred dollars (\$100) par value of common stock of The Consolidated Power Company of Baltimore, paying therefor cash at par.

AND IT IS FURTHER **Ordered**, That The Consolidated Power Company of Baltimore and the Consolidated Gas Electric Light and Power Company be and they are hereby authorized to execute, make and carry out a lease by The Consolidated Power Company of Baltimore to the Consolidated Gas Electric Light and Power Company of Baltimore of the property and franchises of the former corporation for the term of twenty-five years and upon the terms and conditions hereinbefore referred to.

AND IT IS FURTHER **Ordered**, That said The Consolidated Power Company of Baltimore shall make reports, verified by affidavits, to this Commission as follows:

(a) Upon the sale for cash of said notes authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales and the terms and conditions thereof and the amount realized therefrom.

(b) Upon the issuance for cash of said preferred or common stock authorized and approved as aforesaid, or any part thereof, the fact of such issuance and the terms and conditions thereof and the amount realized therefrom.

(c) At the termination of every period of six months from the date of this order, the disposition or use made of the proceeds of said notes, preferred and common stock.

(d) Upon the issuance and the deposit thereof as collateral, of said bonds authorized and approved as aforesaid, or any part thereof, the fact of such issuance and deposit and the terms and conditions thereof and the amount realized therefrom.

(e) Upon the consummation of such lease to the Consolidated Gas Electric Light and Power Company of Baltimore, the fact of such lease, and the terms and conditions thereof, including a complete copy thereof.

AND IT IS FURTHER **Ordered**, That the said Consolidated Gas Electric Light and Power Company of Baltimore shall make reports, verified by affidavits, to this Commission as follows:

Upon the acquisition of such preferred and common stock of The Consolidated Power Company of Baltimore authorized and approved as aforesaid, or any part thereof, the fact of such acquisition, the terms and conditions thereof and the amount paid therefor.

ORDER No. 3877.

<p>In the Matter of</p> <p>The Complaint of the MAYOR AND COUNCIL OF MIDLAND</p> <p>vs.</p> <p>THE MIDLAND AND ELK LICK WATER COMPANY.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1280.</p>
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WHEREAS, It appears from the papers filed in the above entitled complaint and particularly from a letter filed September 13th, 1917, by A. Taylor Smith, attorney for the complainants, that the complaint has been satisfied,

IT IS THEREFORE, This third day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That the same be, and it is hereby, dismissed, without prejudice.

ORDER No. 3878.

<p>In the Matter of</p> <p>The Application of THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE for Authority to Issue \$5,750,000.00 Par Value of Its Five-Year Convertible Gold Notes, \$3,000,000.00 to Bear Interest at 6% Per Annum and \$2,750,000.00 to Bear 5% Per Annum, All With the Privilege of Conversion, at the Option of the Holder, Into Common Stock at \$30.00 Per Share Within Two Years, \$32.00 Within Three Years, \$34.00 Within Four Years, and \$36.00 Thereafter, and to Issue When and as Needed for the Conversion of Said \$5,750,000.00 of Notes Not More Than \$9,583,350.00 of Its Common Stock.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1400.</p>
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WHEREAS, The United Railways and Electric Company of Baltimore has applied to this Commission for an order authorizing the issue of five million seven hundred and fifty thousand dollars (\$5,750,000) of its Five-Year Convertible Gold Notes, three million dollars (\$3,000,000) thereof to bear interest at six per cent. (6%), two million seven hundred and fifty thousand

dollars (\$2,750,000) interest at five per cent. (5%), all to be dated August 15, 1917, with the privilege of conversion at the option of the holder into common stock, at \$30.00 per share within two years of date, \$32.00 within three years, \$34.00 within four years and \$36.00 thereafter until February 15, 1922, and to issue, when and as needed for conversion of said five million seven hundred and fifty thousand dollars (\$5,750,000) of notes, not more than nine million five hundred and eighty-three thousand three hundred and fifty dollars (\$9,583,350) par value of additional common stock.

AND WHEREAS, After consideration of the application and the exhibits filed therewith and thereafter, and after due hearing and testimony at such hearing, the Commission is of the opinion that the use of the capital to be secured by the issue of five million seven hundred and fifty thousand dollars (\$5,750,000) of Five-Year Convertible Gold Notes (on the aforesaid terms, modified as hereinafter provided) and of not more than nine million five hundred and eighty-three thousand three hundred and fifty dollars (\$9,583,350) par value of common stock, if and when needed for conversion of said notes, is reasonably required for the purpose of said corporation, as in said application set forth, to wit:

(a) The acquisition of property, and the construction, completion, extension and improvement of its facilities, and the improvement of its service, by the sale for cash of said \$3,000,000 of 6% notes, and

(b) The discharge or lawful refunding of its obligations, by exchange, par for par, of all or any of said \$2,750,000 of 5% notes for now outstanding notes referred to in said application.

IT IS, THEREFORE, This third day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That The United Railways and Electric Company of Baltimore be, and it is hereby, authorized:

(a) To issue its Five-Year Convertible Gold Notes, as aforesaid, in the amount of five million seven hundred and fifty thousand dollars (\$5,750,000) for the purposes aforesaid, convertible into common stock at the rate of \$30.00 per share, but only after August 15th, 1919, and within one year of August 15th, 1919, and convertible at the rate of \$33.00 per share thereafter but within two years of August 15th, 1919, and at \$36.00 thereafter until February 15th, 1922.

(b) To issue, when and as needed for conversion as aforesaid, of five million seven hundred and fifty thousand dollars (\$5,750,000) of notes, not more than nine million five hundred and eighty-three thousand three hundred and fifty dollars (\$9,583,350) par value of additional common stock.

AND IT IS FURTHER **Ordered**, That said The United Railways and Electric Company of Baltimore shall make reports, verified by affidavits, to this Commission as follows:

(a) Upon the sale for cash of said 6% convertible notes authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales, and the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of every period of six months from the date of this order, the disposition and use made of the proceeds of said 6% convertible notes.

(c) Upon the issuance of said 5% convertible notes authorized and approved as aforesaid, or any part thereof, in exchange for now outstanding notes referred to in the application, the fact of such issuance and exchange, and the amount of notes so issued and exchanged.

(d) All conversions of such 5% or 6% convertible notes into common stock or exchange of such notes for common stock as aforesaid.

PROVIDED, However, that this order shall not take effect until the proposed amendment of the charter of said corporation, mentioned in this case, or a certificate of increase of capital stock in the amount proposed, shall have been duly executed, acknowledged and recorded, and a statement, pursuant to Section 35 of Article 23 of Bagby's Code (as amended by chapter 596 of the Acts of 1916) shall have been duly executed, verified, acknowledged and recorded and copies of both said amendment or certificate and said statement shall have been filed herein.

ORDER No. 3879.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for an Order Permitting and Approving the Exercise of the Privileges Granted It by the Commissioners of Bowie, in Prince George's County, Maryland, by Ordinance Passed on the 20th Day of August, 1917.

Before the
Public Service Commission
of Maryland.

Case No. 1409.

The Application of The Chesapeake & Potomac Telephone Company of Baltimore City, filed with the Public Service Commission of Maryland on the 21st day of September, 1917, together with Exhibits Nos. 1 and 2 referred to therein, for permission and approval of the Commission to the construction, maintenance and operation by the applicant, its successors and assigns, of its posts, poles, cables, wires, and all other necessary overhead apparatus, on, over and along; and its conduits, ducts, mains, pipes, cables, wires, manholes, distributing poles and all other necessary underground appliances, on, in, under and through, the streets, alleys and highways and other public places within the limits of the Town of Bowie, Prince George's County, Maryland, and to use the property of other companies, and to permit other companies to use its property, upon such arrangements as the two companies may agree, as provided by the Ordinance of the said The Commissioners of Bowie, Prince George's County, Maryland, and subject to the terms, regulations, conditions and restrictions in said Ordinance contained, coming on to be heard; and it appearing from said

application and said Ordinance of The Commissioners of Bowie, Prince George's County, Maryland, that the authority and consent of the said The Commissioners of Bowie, Prince George's County, Maryland, are given to the same, and this Commission having determined from the evidence submitted at the hearing of the application that the things to which its permission and approval are asked are proper and convenient for the public service, it is, this fourth day of October, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Public Service Commission of Maryland are hereby given to The Chesapeake and Potomac Telephone Company of Baltimore City, its successors and assigns, to construct, maintain and operate its posts, poles, cables, wires, and all other necessary overhead apparatus, on, over and along; and its conduits, ducts, mains, pipes, cables, wires, manholes, distributing poles and all other necessary underground appliances, on, in, under and through the streets, alleys and highways and other public places within the limits of the Town of Bowie, Prince George's County, Maryland; and to use the property of other companies, and to permit other companies to use its property, upon such terms and agreements as the two companies may agree, as provided by the Ordinance of The Commissioners of Bowie, Prince George's County, Maryland, a certified copy of which is filed in these proceedings and marked "Applicant's Exhibit No. 1," and subject to the terms, conditions, regulations and restrictions in said Ordinance contained.

ORDER No. 3880.

In the Matter of

The Application of THE UNION BRIDGE ELECTRIC MANUFACTURING COMPANY for Authority to Issue \$10,000.00 Par Value of Its Capital Stock and \$20,000.00 Par Value of Its 6% Bonds.

Before the
Public Service Commission
of Maryland.

Case No. 1308.

WHEREAS, The Union Bridge Electric Manufacturing Company has applied to this Commission for authority to issue and sell its capital stock in the amount of \$10,000.00 and its 6% bonds in the amount of \$20,000.00, of which it is proposed to issue at this time \$6,500.00 thereof; and

WHEREAS, The application having this day come for hearing in accordance with this Commission's Order No. 3864, passed September 28th, 1917, and it being the opinion and finding of the Commission after due hearing that the use of the capital to be secured by said issue of capital stock is reasonably required for the purposes of said corporation, to wit: the discharge or lawful refunding of its obligations, the Commission reserving its action in respect to the issuance of the bonds aforesaid,

IT IS, THEREFORE, This 4th day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the issue by said The Union Bridge Electric Manufacturing Company of its capital stock in the amount of \$10,000.00 for the purposes in said application set forth be and the same is hereby authorized and approved, provided that the said \$10,000.00 of capital stock of said corporation shall be issued only for cash at the par value thereof.

2. That said The Union Bridge Electric Manufacturing Company shall make reports duly verified by affidavits to this Commission as follows:

(a) Upon the sale for cash of its stock, authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales, the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of said stock.

ORDER No. 3883.

<p>In the Matter of</p> <p>The Complaint of THE SCOTT FERTILIZER COMPANY</p> <p>vs.</p> <p>MARYLAND WATER COMPANY OF CECIL COUNTY.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1382.</p>
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WHEREAS, The above entitled matter having been set for hearing on August 8, 1917, and hearing having been had on said date, at which hearing both parties to the complaint were represented; and,

WHEREAS, After due consideration upon testimony taken, the Commission by its Chairman rendered an oral opinion in which the complainant was required to make certain installations as set forth in said opinion; and,

WHEREAS, W. H. Mackall, President of The Scott Fertilizer Company, complainant, has by letter dated September 26, 1917, advised that the installations have been completed and are ready for use; and,

WHEREAS, The defendant company having been notified that the installations required had been made and C. M. Johnson, President of the defendant company, having notified the Commission by letter dated October 4, 1917, that he had inspected and tested the installations aforesaid and was satisfied therewith;

IT IS, THEREFORE, In consideration of the foregoing facts, this fifth day of October, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the above entitled matter be, and it is, hereby dismissed.

ORDER No. 3884.

<p>In the Matter of</p> <p>The Complaint of PRUDENTIAL OIL CORPORATION ET AL.</p> <p><i>vs.</i></p> <p>THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1357.</p>
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Upon order of the Solicitor for the complainants filed herein, it is, this fifth day of October, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That this complaint be, and the same is, hereby dismissed.

OPINION.

<p>In the Matter of</p> <p>The Complaint of THE PUBLIC SERVICE COMMISSION OF MARYLAND</p> <p><i>vs.</i></p> <p>THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE, a Body Corporate, With Respect to the "Skip-Stop" Plan of Operating Its Cars.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1378.</p>
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TIMANUS, Commissioner.

Filed Oct. 6th, 1917.

On April 15th, 1917, the United Railways and Electric Company of Baltimore put in effect on its North Avenue and Edmondson Avenue lines a new plan of operation commonly known and referred to as the "Skip-Stop" plan. Up until that date the practice of the respondent Company had been to stop its cars at every street intersection within the limits of Baltimore City where there was either a person waiting to board the cars or one desiring to alight therefrom. That practice still obtains as to the lines of the Company generally, the innovation in the cases of the North Avenue and Edmondson Avenue lines being largely experimental.

The fundamental idea of the "Skip-Stop" plan is to save time in operating cars over a given route by eliminating or skipping stops at less important street intersections.

The plan as originally put in effect contemplated the stopping of cars at every transit crossing and skipping every other street crossing between such transit crossings. The net result of this plan would be to eliminate about 30% of the stops on each of these two lines.

Shortly after the plan was put in operation the Company found itself confronted by a large number of protests from residents of the City who were adversely affected by the elimination of stops at points where such persons had long been accustomed to take or alight from cars, and in consequence of these protests the Company restored a number of the more important stops which it had originally scheduled for elimination.

Even after these concessions were made protests against other stops which had been eliminated continued to come to the Company and a large number of protests were made to this Commission. Incidentally there were a number of protests made to the Commission against the "Skip-Stop" plan in general and an equally large number of letters and petitions were received from those who favored the plan in general on the ground that it resulted in a material saving of time in getting from one point to another on such lines.

Subsequently the respondent Company re-routed some of its cars on these two lines, with the result that four separate and distinct lines are now involved, to wit: (1) The North Avenue line from Walbrook Junction to Milton Avenue and Preston Street, with a spur from North Avenue along Washington Street to Preston Street; (2) the Garrison Boulevard line from the Electric Park car house to Walbrook Junction, then over the same route as the North Avenue line to Madison and North Avenues; (3) the Edmondson Avenue line from Windsor Hills to Fayette and Luzerne Streets, and also from Walbrook Junction to Monument Street at Loney's Lane; and (4) the Liberty Heights branch of the Linden Avenue line from its Woodlawn terminus to Liberty Heights and Garrison Avenues.

On or about the 14th of June, 1917, the Assistant General Counsel to the Commission was instructed to go over the papers in connection with this plan and report the result of such examination with his recommendations as to further evidence to be secured by the Commission.

On June 19th, 1917, he transmitted a report to the Commission in which he abstracted briefly the correspondence and petitions in the matter, and stated that those persons who opposed the plan generally or in specific instances did so on the following grounds, which are enumerated in the order of the frequency in which they were advanced in such correspondence and petitions:

- Loss of time in walking to and from corners;
- Inconvenience in walking through rain, snow, etc.;
- Inconvenience in carrying market baskets, etc.;
- Inconvenience to old people and mothers with infant children;
- Loss of time in waiting on corners;
- No material saving in operating;
- Excessive speed of cars between stops;
- Bunching of cars at "stop crossings" and consequent irregular running.

Thereupon the matter was referred to the Commission's General Counsel to prepare an order designed to bring the question for hearing before the Commission. Such order was passed by the Commission on June 27th, 1917 (Order No. 3727). In this order it was recited in substance that in view of the diversity of opinion on the part of the public as to the merits of the "Skip-Stop" plan, the Commission was of the opinion that the best way of collecting all the facts bearing upon said plan, whether favorable or adverse thereto, and of offering everyone concerned in the premises a full opportunity to be heard in opposition to or in advocacy of said plan, and thereby enabling the Commission to arrive at a just and reasonable determination of the whole controversy, would be for the Commission itself to file a complaint consolidating in effect all remonstrances which had been filed with the Commission against said plan. It was therefore ordered by the Commission as follows:

"That said 'Skip-Stop' plan of operation is unjust and unreasonable and productive of inadequacy of service, and creates a much larger measure of public inconvenience, discomfort and hardship than any it does away with."

A copy of this order was duly served upon the respondent Company, which, on July 16, 1917, filed a formal answer to the Commission's complaint. By this answer the Company alleged that the "Skip-Stop" plan of operation is just, reasonable and productive of efficiency of service, that it conveniences by far a greater number of persons than are inconvenienced thereby, that it is a necessary and reasonable means of helping to solve the problem of rapid transit in Baltimore City and to improve the traffic conditions with safety and convenience to the general public; that it has been adopted in Cleveland, Detroit, Kansas City and Toronto, where it expedited traffic without any undue inconvenience to the traveling public; that the purpose of the plan is to eliminate unnecessary stops and to adjust the distance between stops with the double view of saving time of the traveling public and increasing efficiency of the service; that the "Skip-Stop" plan of operation is essentially an operating problem and that the only question for this Commission to determine is whether the principle has been reasonably applied, which question should be decided by a consideration of the complaints against any particular skip and a determination of the reasonableness of the particular complaint.

On August 2nd, 1917, the Commission passed an order setting the matter of its complaint for hearing on August 18th. This date was subsequently advanced to September 10th and the hearings lasted several days.

In view of the admission in the Company's answer that it is for this Commission to determine whether or not the principle of the "Skip-Stop" plan of operation has been reasonably applied by the Company, it would seem unnecessary for us to discuss the question of our legal right to intervene on behalf of the public and require the restoration of stops which in our judgment have been improperly eliminated by the Company. Suffice it to

say in this connection that Sections 13 and 23 of the Public Service Commission Law would seem to be conclusive as to the right of the Commission to determine what is or what is not reasonable service on the part of the Company in connection with any phase of the operation of its cars.

At the hearings above referred to a number of witnesses testified both in favor of the general proposition and against its application in specific instances.

A few fundamental facts seemed to be established by the general consensus of opinion on the part of experts who testified on both sides. One of these facts is that approximately ten seconds of time can be saved by the elimination of any particular stop, and it seems that the new schedules put in force by the Company upon the four lines on which the plan has been tried are predicated upon such assumption. A second fact which seems to be definitely established is that where the plan as above stated is rigidly enforced, it results in the elimination of approximately 30% of all the possible street-crossing stops on any given line.

With these fundamental facts established it becomes relatively simple for anyone to determine just how much saving in running time is effected between any two given points. For instance, if we assume a trip covering thirty city blocks, we may next properly assume that approximately ten stops will be eliminated under this plan, with the result that anyone making such trip covering thirty blocks may reasonably be expected, other things being equal, to save one hundred seconds, or one and two-third minutes in making the trip. This saving is unquestionably of some benefit to the general traveling public, and varies in its degree of benefit with the distance which any particular individual has to travel.

Incidentally there is a second benefit to the general public in that by this saving between the termini of the respective lines upon which the plan is in use, the Company is able to have the same cars and crews make more trips in the course of twenty-four hours than they would otherwise make, with the result that the general public gets the advantage of the increased service.

As against these advantages to the individual and the general public respectively there must be considered the inconveniences and disadvantages to which other individuals who also are part of the general public are subjected by the use of this plan.

As above stated, the objection most frequently made is that of the loss of time in walking to and from corners, which general objection embraces the additional inconvenience of such walk when it is raining or snowing, when carrying market baskets or other heavy packages, or when it affects the old and feeble or mothers with infant children.

This inconvenience to the large number of the general public who are affected adversely by the adoption of a plan which contemplates that they must of necessity walk an additional block where they happen to live at or near a street crossing at which the cars do not stop, is an inconvenience which must be given due consideration in determining whether or not such plan is a reasonable or an unreasonable plan of operation.

Ready accessibility to electric street railways is one of the greatest conveniences known to modern life in our cities and their immediate environs. The rapidity of such service is in many respects a matter of secondary importance, desirable as it may be if considered independently.

The importance of such ready accessibility to street car service was convincingly demonstrated to the Commission by testimony to the effect that while there was little or no difficulty in renting property along the North Avenue line where it was adjacent to a car stop crossing, great difficulty was found in renting similar property otherwise equally desirable, but which was adjacent to a skip-stop crossing. If this be true, and there would seem every reason to believe that it is, the "Skip-Stop" plan of operation as put in effect by the respondent Company on these four lines would result not only in discriminating against the individuals who reside near such skip-stop crossings in favor of those who reside near stop crossings, but would also result in an artificial unsettling of property values along these lines subject to the action of the Company in restoring or eliminating stop crossings from time to time in pursuance of what it might deem to be proper methods of operation.

But aside from any effect which such plan of operation may or may not have upon property values, the fact remains that it results in a very decided discrimination in the matter of service against those individuals who may be so unfortunate as to live adjacent to a street intersection at which cars are no longer permitted to stop.

And it is largely in view of this single element, to wit, the discrimination against individuals who have their part in making up the general public, and in further view of the relatively unimportant saving to the general public in the matter of running time, that this Commission has concluded that the "Skip-Stop" plan of operation as heretofore maintained by the respondent Company on these four lines is unjust and unreasonable, productive of inadequacy of service and creates a much larger measure of inconvenience, discomfort and hardship than any it does away with.

Notwithstanding this conclusion, the Commission is not to be understood, with the evidence now before it, as determining that all stops on these four lines which have been eliminated should now be restored merely because they find the plan as a plan unjust and unreasonable. At the hearings the Commission was given the benefit of a great amount of testimony bearing upon the conditions obtaining at the various stops which have been eliminated by order of the Company.

Subsequently the members of the Commission made a personal tour of inspection along these four lines and concluded that in many instances the discretion of the Company in the matter of eliminating former stops had been wisely and reasonably exercised. In such cases we will not disturb the action of the Company in the light of the evidence now before us. The rules of procedure in these cases adopted by the Commission on September 10th, 1917. Order No. 3832, provide a ready method for hearings before the Commission in all such cases, and we stand ready at all reasonable times to hear and determine complaints as to the unreasonableness of the elimination of any particular stop.

Meanwhile we are satisfied by the evidence before us, as supplemented by our personal observations, that the action of the Company in eliminating the stops set forth in the following tabulation has been unjust and unreasonable, and that such stops should forthwith be restored, to wit:

NORTH AVENUE LINE.

Milton and Lafayette Avenues.
Milton and Hoffman Street.
Milton and Oliver Street.
North Avenue and Ruxton Avenue in place of Moreland Avenue.
North Avenue and Braddish Avenue.
North Avenue and Mount Street.

GARRISON BOULEVARD LINE.

Garrison Avenue and Piedmont Avenue.
Garrison Avenue and Beech Avenue.
Garrison Avenue at Woodland Hall.

EDMONDSON AVENUE LINE.

Edmondson Avenue and Arlington Avenue.
Clifton and Elsinor Avenues.
Edmondson and Riggs Avenues.
Edmondson Avenue and Mount Street.
Edmondson Avenue and Stricker Street.

An order will be signed to such effect.

During the course of the hearings before the Commission above referred to there was evidence of another plan adopted in certain cities for saving time in street railway operation, the same being commonly referred to as the "stagger-stop" plan, involving the stopping of cars at all transit crossings and the elimination of one-half of the intermediate crossings going in one direction and the other half of such intermediate crossings in the other direction, the effect in the case of such intermediate crossing being that the cars would stop at such crossing when going in one direction but would skip such stop when going in the opposite direction. This plan would result in saving as much time in operation as the original "Skip-Stop" plan, and in distributing the inconvenience over the entire public and thus doing away in large part with the element of discrimination which is such a considerable objection to the original "Skip-Stop" plan. Such a plan would present the clear issue of the relative public convenience in saving time in transit on the one hand as against the general inconvenience of walking to take a car on the other. The Commission is not prepared at this time to state whether or not it would finally approve such a plan if adopted by the respondent Company. The question of relative public convenience and inconvenience is one to be determined not by theory but by the result of actual practice. Therefore if the Company elects to try such "stagger-stop" plan on the above or any of its lines, it must be with the understanding that such plan may have to be abandoned if after a reasonable test it is not found to meet the requirements of public convenience.

ORDER No. 3887.

<p>In the Matter of</p> <p>The Complaint of THE PUBLIC SERVICE COM- MISSION OF MARYLAND</p> <p>vs.</p> <p>THE UNITED RAILWAYS AND ELECTRIC COM- PANY OF BALTIMORE, a Body Corporate, With Respect to the "Skip-Stop" Plan of Operating Its Cars.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1378.</p>
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This case being at issue upon complaint and answer on file and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had and the Commission, on the date hereof, having rendered and filed an opinion containing its findings of fact and conclusions therein which said opinion is hereby referred to and made part hereof, it is this 6th day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That the respondent, said The United Railways and Electric Company of Baltimore, be and it is hereby directed and required to restore, on or before October 20th, 1917, regular stops for passengers desiring to board or alight from the cars of the respondent company, at the following points:

NORTH AVENUE LINE

Milton and Lafayette Avenues.
Milton and Hoffman Street.
Milton and Oliver Street.
North Avenue and Ruxton Avenue in place of Moreland Avenue.
North Avenue and Braddish Avenue.
North Avenue and Mount Street.

GARRISON BOULEVARD LINE.

Garrison Avenue and Piedmont Avenue.
Garrison Avenue and Beech Avenue.
Garrison Avenue at Woodland Hall.

EDMONDSON AVENUE LINE.

Edmondson Avenue and Arlington Avenue.
Clifton and Elsinor Avenue.
Edmondson and Riggs Avenues.
Edmondson Avenue and Mount Street.
Edmondson Avenue and Stricker Street.

AND IT IS FURTHER **Ordered**, That a copy of this Order be forthwith served upon the proper official of the respondent company and that said company notify this Commission within ten days of the date of service of such copy whether it will abide by and obey the same.

ORDER No. 3890.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for the Approval of an Agreement Dated August 31st, 1917, Covering the Sale by the Former to the Latter of One Pole Located on Private Property in the Rear of 933 West Franklin Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1416.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this sixth day of October, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3891.

In the Matter of

The Complaint of G. W. BISHOP

vs.

THE BALTIMORE COUNTY WATER AND ELECTRIC COMPANY.

Before the

Public Service Commission
of Maryland.

Case No. 1412.

This case coming on to be heard and the Commission having determined that it has no jurisdiction in the matter,

IT IS, THEREFORE, This 8th day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the said complaint be and the same is hereby dismissed.

ORDER No. 3894.

In the Matter of

The Complaint of ROBERT C. JENKINS,
ET AL.,

vs.

ROBERT J. TOWNSEND,
Owner of Lansdowne Bus Line.

Before the

Public Service Commission
of Maryland.

Case No. 1414.

WHEREAS, Robert J. Townsend, owning and operating the Lansdowne Bus Line, having made application to this Commission to discontinue the operation of said passenger bus line between the terminus of the Columbia Avenue car line of The United Railways and Electric Company of Baltimore and the village of Lansdowne, Maryland, and

WHEREAS, Complaint signed by a large number of residents of the village of Lansdowne having been filed with the Commission protesting the withdrawal of the service aforesaid, and

WHEREAS, The matter having this day come on for hearing in accordance with this Commission's Order No. 3882 passed October 4th, 1917, at which hearing representative of respondent expressed the willingness of respondent to continue the service now and heretofore furnished by said respondent upon condition that the Commission permit said respondent to increase the rates of fare charged by him, it being alleged that said increase is made necessary by reason of the greatly increased costs of operation, the reasonableness of which increase the complainants do not protest, and

WHEREAS, It being the opinion and finding of the Commission after due hearing that the rates proposed by the respondent are not unreasonable in view of the facts as presented, and that said increased rates should be permitted to become effective without delay,

IT IS, This ninth day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the respondent, said Robert J. Townsend, be and he is hereby permitted to increase the fares charged and collected by him for the transportation of passengers between terminus of Columbia Avenue car line of The United Railways and Electric Company of Baltimore and the village of Lansdowne, Maryland, from five cents each way for adults and three cents each way for children, to ten cents one way and fifteen cents round trip for adults and five cents each way for children, and to sell com-

mutation tickets good for six round trips between the points aforesaid within ten days of date of sale, at rate of eighty cents each, said increased fares to become effective October 10th, 1917.

FURTHER Ordered, That the complaint in the above entitled matter be and it is hereby dismissed.

ORDER No. 3900.

In the Matter of

The Application of WASHINGTON, BALTIMORE AND ANNAPOLIS ELECTRIC RAILROAD COMPANY for an Order Permitting and Approving the Construction of a Double Track From Naval Academy Junction to Admiral, Maryland, Thence to Through the United States Encampment, Known as Camp Meade; to Purchase and Operate Eight Coaches From the Maryland Electric Railways Company and to Purchase and Operate Fifty-four Trail Cars From the Long Island Railroad Company.

Before the
Public Service Commission
of Maryland.

Case No. 1417.

The petition of the Washington, Baltimore and Annapolis Electric Railroad Company, and exhibits filed therewith, and the testimony and evidence offered in support thereof, and all proceedings having been read and considered, and it appearing to the Public Service Commission of Maryland that the permission and approval asked for in said petition is proper, and the granting of the same will be convenient for the public service,

IT IS, THEREFORE, This fifteenth day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That the Washington, Baltimore and Annapolis Electric Railroad Company is hereby authorized:

- (1) To construct a second track from Naval Academy Junction to Admiral, Maryland, in accordance with the blueprint attached, showing specifications, etc., marked "Exhibit A," and filed in these proceedings, the said second track crossing the tracks of the Philadelphia, Baltimore and Washington Railroad Company at Odenton, Maryland.
- (2) To construct a double track from Admiral, Maryland, through the United States Army Cantonment, known as "Camp Meade," in accordance with specifications as set forth in blueprint attached and marked "Exhibit A," and filed in these proceedings.
- (3) To purchase and operate eight coaches formerly owned by the Maryland Electric Railways Company, to be reconstructed in accordance with the specifications as shown in blueprint marked "Exhibit B," and filed in

these proceedings, the said cars to be equipped with four 140 H. P. Westinghouse motors, and to be used as electric locomotives, said cars being of wood construction with steel underframing, and being 56 feet 8 inches in length, and 9 feet 2 inches in width, and

(4) To purchase and operate fifty-four passenger trail cars of wood construction with steel underframing, being 46 feet in length and 8 feet 9½ inches in width, said cars having been purchased from the Long Island Railroad Company.

ORDER No. 3901.

In the Matter of

The Joint Application of THE CHESAPEAKE
AND POTOMAC TELEPHONE COMPANY OF
BALTIMORE CITY and CECILTON ELECTRIC
LIGHT AND POWER COMPANY for the Ap-
proval of an Agreement Dated September
11th, 1917, Covering the Joint Use of
Poles in the Town of Cecilton, Cecil Coun-
ty, Maryland, Under the Terms and Pro-
visions of Order No. 2913, Entered June
20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Order No. 1419.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this fifteenth day of October, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be, and the same is hereby, given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3908.

In the Matter of

The Application of THE UNITED RAILWAYS
AND ELECTRIC COMPANY OF BALTIMORE for
an Order Permitting and Approving the
Exercise by It of Certain Rights Con-
ferred Upon the Baltimore and Curtis
Bay Railway Company, One of Its Con-
stituent Companies, by an Agreement Be-
tween the Latter Company and the South
Baltimore Harbor and Improvement Com-
pany of Anne Arundel County, Dated No-
vember 27th, 1894.

Before the
Public Service Commission
of Maryland.

Case No. 1399.

This case coming on to be heard after due notice published in compliance with Order No. 3816 of this Commission passed October 3rd, 1917, and no protest thereto having been made, and the Commission having determined after hearing that the track or tracks of the Baltimore and Curtis Bay Railway Company, of which the petitioner, The United Railways and Electric Company of Baltimore, is the successor, from Birch and Refinery streets to the terminus of said track on the property formerly occupied by Mr. John T. Flood at Curtis Bay, a distance of approximately 1090 feet, as mentioned in the petition of The United Railways and Electric Company of Baltimore and as shown in red on the blueprint attached to said petition, is no longer necessary or convenient for the public service,

IT IS, THEREFORE, This 18th day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Commission is hereby given to the removal of the track or tracks of the Baltimore and Curtis Bay Railway Company, of which the petitioner, The United Railways and Electric Company of Baltimore, is the successor, from Birch and Refinery streets to the terminus of said track on the property formerly occupied by Mr. John T. Flood at Curtis Bay, a distance of approximately 1090 feet, as mentioned in the petition of The United Railways and Electric Company of Baltimore and as shown in red on the blue print attached to said petition.

ORDER No. 3915.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Rate of 72 Cents Per 2,000 Pounds on Sand and Gravel, Carloads, Minimum Weight 50,000 Pounds, From Bladensburg, Maryland, to Camp Meade, Maryland.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 460.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 26th day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, rate of 72 cents per 2,000 pounds on sand and gravel, carloads, minimum weight 50,000 pounds, from Bladensburg, Maryland, to Camp Meade, Maryland,

PROVIDED, Tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3915 of date October 26th, 1917."

ORDER No. 3916.

In the Matter of

The Application of the CUMBERLAND ELECTRIC RAILWAY COMPANY for an Order Permitting and Approving the Exercise of a Franchise Granted It by the Mayor and City Council of Cumberland Under the Terms and Provisions of Ordinance No. 642, Passed September 9th, 1916, Granting Said Railway Company the Right, Franchise and Privilege of Extending Its Lines on Green Street in Said City.

Before the
Public Service Commission
of Maryland.

Case No. 1413.

The above entitled matter having this day come on for hearing in accordance with Order No. 3914 of this Commission passed October 24th, 1917,

and the Commission having determined after due hearing that the exercise of said franchise is necessary and convenient for the public service,

IT IS, THEREFORE, This 29th day of October, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the permission and approval of the Public Service Commission of Maryland is hereby given to the Cumberland Electric Railway Company to exercise the rights and franchises as set forth in the application herein and in the Ordinance of the Mayor and City Council of Cumberland passed September 9th, 1916, certified copy of which is filed herein marked "Exhibit A," and to construct the extension of line of street railway shown on blue print filed herein, file No. 4.

ORDER No. 3917.

In the Matter of

The Application of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE and THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Sale by the Former to the Latter of One Private Pole Situated on the North Side of Alley South of Wilkens Avenue Five Feet West of East Building Line of No. 2213 Wilkens Avenue, Under the Terms and Provisions of Order No. 2954, Entered July 26th, 1916, in Case No. 1151.

Before the
Public Service Commission
of Maryland.

Case No. 1423.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-ninth day of October, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3923.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff Establishing Rates on Manure, Carloads, From Camp Meade, Maryland, to Stations on Line of Petitioner.

Before the

Public Service Commission of Maryland.

S. N. & R. Docket.

Case No. 461.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 31st day of October, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff establishing rates on manure, carloads, from Camp Meade, Maryland, to stations on line of petitioner as indicated by index numbers shown in station list of petitioner, P. S. C. Md. No. 850, as follows:

<i>Index Nos.</i>		<i>Rates in Cents Per 2,000 Lbs.</i>
78 to 85	Havre de Grace, Md., to Sewell, Md., inc.....	105
86 to 91	Van Bibber, Md., to Lorely, Md., inc.....	95
92 to 99	Cowenton, Md., to Herring Run, Md., inc.....	85
100 to 104	Baltimore, Md., and stations within Baltimore switching limits.....	75
108 to 118		
119 to 127	Lansdowne, Md., to Murray Siding, Md., inc.....	70
128 to 133	Hanover, Md., to Bridewell, Md., inc.....	65
135 to 141	Savage, Md., to Muirkirk, Md., inc.....	65
142 to 148	Ammendale, Md., to College, Md., inc.....	70
149 to 177C	Riverdale, Md., to Georgetown, D. C.....	80

PROVIDED, Tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

“Issued under special permission of the Public Service Commission of Maryland, Order No. 3923 of date October 31st, 1917.”

ORDER No. 3925.

In the Matter of

The Application of THE WASHINGTON, WESTMINSTER AND GETTYSBURG RAILROAD COMPANY for Permission and Approval of the Construction of 18 Miles of Its Route, and to Issue and Sell Its First Mortgage 5% Bonds to the Amount of \$630,000, and Its Preferred Stock to the Amount of \$144,000, and Its Common Stock to the Amount of \$100,000.

Before the
Public Service Commission
of Maryland.

Case No. 362.

The petition of the City and Suburban Railway of Washington, praying that certain orders of this Commission entered in the above entitled matter, be vacated and the answer thereto of The Washington, Westminster and Gettysburg Railroad Company coming on for future hearing, after the due notice and consent of the respective counsel for said corporations, and it appearing that the said The Washington, Westminster and Gettysburg Railroad Company was engaged in obtaining rights of ways and franchises, resurveying and locating its line when war was declared, in April last, and that its work has been halted by the extraordinary conditions produced thereby; and it further appearing that, pending the present state of war, it is uncertain when there will be a change in financial conditions, or the ability of the said The Washington, Westminster and Gettysburg Railroad Company to proceed with its construction work, and that until such construction work is begun, the temporary crossing at grade, over the tracks of the said City and Suburban Railway of Washington serves no public purpose, and it is claimed by the said City and Suburban Railway of Washington that it is objectionable from an operating standpoint as it causes its cars to be stopped at said crossing, and subjects its equipment to unnecessary wear and tear;

IT IS, THEREFORE, This 2nd day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That all powers, rights and privileges heretofore conferred upon the said The Washington, Westminster and Gettysburg Railroad Company, by virtue of any and all orders of this Commission, so far as the same granted the said The Washington, Westminster and Gettysburg Railroad Company authority to lay or maintain tracks for a temporary crossing at grade for construction purposes over the tracks and right of way of the City and Suburban Railway of Washington, at or near Brentwood, in the State of Maryland, be and the same are hereby suspended; and

IT IS FURTHER **Ordered,** That the said The Washington, Westminster and Gettysburg Railroad Company be and it is hereby required to vacate and remove the tracks of said temporary grade crossing, from the tracks and right of way of the City and Suburban Railway Company of Washing-

ton, and upon its failing so to do, within twenty (20) days from the date hereof the said City and Suburban Railway Company of Washington, may proceed to remove the tracks of said temporary grade crossing from its right of way.

ORDER No. 3926.

In the Matter of	}	Before the
The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Rate of 93 Cents Per Net Ton on Crushed Stone, Carloads, From Port Deposit, Maryland, to Camp Meade, Maryland.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 462.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 2nd day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, rate of 93 cents per net ton on crushed stone, carloads, from Port Deposit, Maryland, to Camp Meade, Maryland,

PROVIDED, Tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3926 of date November 2nd, 1917."

ORDER No. 3927.

In the Matter of	}	Before the
The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff CC—P. S. C. Md. No. 154.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 463.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 2nd day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff CC—P. S. C. Md. No. 154 establishing rates on manure, carloads, minimum 40,000 pounds, from Camp Meade, Maryland, to stations on line of petitioner, as follows, all rates being in cents per 2,000 pounds:

Baltimore Stations 68	Patuxent, Md..... 60	Bowie, Md..... 60
Catonsville, Md... 88	Collington, Md... 60	Glendale, Md..... 60
Harman, Md..... 60	Mullikin, Md..... 65	Lanham, Md..... 60
Severn, Md..... 60	Leeland, Md..... 65	Landover, Md.... 65
Odenton, Md..... 60	Marlboro, Md..... 70	

PROVIDED, Said tariff containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariff shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3927 of date November 2nd, 1917."

ORDER No. 3928.

In the Matter of	}	Before the
The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 810.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 464.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 2nd day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be and is hereby given, The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 810, canceling Item 332 published in Supplement No. 3 to said tariff P. S. C. Md. No. 810, which said item now stands suspended until November 29th, 1917, under authority of this Commission's Circular No. 10G,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3928 of date November 2nd, 1917."

ORDER No. 3929.

In the Matter of

The Application of D. CLEVELAND HARE to
Discontinue Motor Vehicle Service for
Public Use.

The foregoing application and recommendation to discontinue service having been received and filed, it is, this second day of November, Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That said application be, and the same is, hereby approved and permission granted to discontinue service.

ORDER No. 3931.

In the Matter of

The Application of THE CHESAPEAKE AND
POTOMAC TELEPHONE COMPANY OF BALTI-
MORE CITY for the Approval of an Agree-
ment Dated October 5th, 1917, Between It
and the Postal Telegraph-Cable Company
for the Sale by the Latter and the Pur-
chase by the Former of two Poles Located
on Light Street, Baltimore, Maryland, Un-
der the Terms and Provisions of Order
No. 2913 Entered June 20th, 1916, in Case
No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1427.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this seventh day of November in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3936.

In the Matter of

The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff GO—P. S. C. Md. No. 388.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 465.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 12th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 388, canceling Item 298 published in Supplement No. 13 to said tariff GO—P. S. C. Md. No. 388, which said item now stands suspended until January 29th, 1918, under authority of this Commission's Circular No. 10G,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3936 of date November 12th, 1917."

ORDER No. 3937.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY and SOUTH DORCHESTER TELEPHONE COMPANY for the Approval of an Agreement Dated October 5, 1917, for the Sale by the Former to the Latter of 47 Line Poles, 2 Guy Poles, 138 Wood Brackets, 2.3 Miles .104 Copper Wire, 3 Push Braces, 11 Anchor Guys and 2 Tree Guys, Located on the Cambridge-Taylors Island Road, District No. 4, Dorchester County, Maryland.

Before the
Public Service Commission
of Maryland.

Case No. 1429.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twelfth day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3940.

In the Matter of

The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 18 to Official Classification No. 43, P. S. C. Md. O. C. No. 43.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 466.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 15th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 18 to Official Classification No. 43, P. S. C. Md. O. C. No. 43, further postponing until January 1st, 1918, the effective date of Item 4, page 6 of Supplement No. 14 to Official Classification No. 43, P. S. C. Md. O. C. No. 43, now under suspension until December 1st, 1917,

Ordered, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3940 of date November 15th, 1917."

ORDER No. 3941.

In the Matter of

CONSOLIDATED ENGINEERING COMPANY,
Complainant,

vs.

THE BALTIMORE AND OHIO RAILROAD
COMPANY, Defendant.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 467.

REPARATION CLAIM \$37.82.

This is a petition filed by The Baltimore and Ohio Railroad Company, by C. S. Wight, its General Freight Representative, on behalf of Consolidated Engineering Company, complainant, for permission to refund unto said complainant that portion of freight bills rendered and collected from said complainant by said railroad company which is in excess of a just and reasonable charge upon shipment of cinders between points on defendant's line within the State of Maryland.

The petition sets forth that on December 30th, 1916, shipment was made by the complainant herein, consigned to itself, over the railroad of the defendant company from Camden Station, Baltimore, Maryland, to Ellicott City, Maryland, of two carloads of cinders aggregating 152,800 pounds, on which was charged sixth class rate of \$1.26 per 2,240 pounds as per defendant's freight tariff P. S. C. Md. No. 432.

The Baltimore and Ohio Railroad Company filed with this Commission on August 17th, 1917, effective September 18th, 1917, Supplement No. 30 to its freight tariff P. S. C. Md. No. 792, making rate on cinders, carloads, from Baltimore stations to Ellicott City 63 cents per 2,000 pounds, and it is on basis of this subsequently established rate that application is made to refund.

The complainant claims and the defendant admits that the rate lawfully applicable at the time and over the route shipment moved was under all the circumstances and conditions then existing excessive and unreasonable, and the rate of 63 cents per 2,000 pounds, as set forth in Supplement No. 30 to defendant's freight tariff P. S. C. Md. No. 792, would be a proper and reasonable rate to be applied to the shipment in question.

Upon consideration of the matter, it is this 15th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendant, said The Baltimore and Ohio Railroad Company, is hereby authorized and empowered to refund unto the complainant, said Consolidated Engineering Company, the sum of \$37.82, being the difference between the amount charged and collected, \$85.95, for the two carloads aggregating 152,800 pounds, based on rate of \$1.26 per 2,240

pounds and the amount properly chargeable, \$48.13, at the rate of 63 cents per 2,000 pounds, as aforesaid, for the transportation of the shipment in question.

FURTHER Ordered, That unless otherwise ordered by this Commission rate of 63 cents per 2,000 pounds on cinders, carloads, from Baltimore, Maryland, to Ellicott City, Maryland, shall be maintained as maximum for a period of one year from the date of this Order, provided the same rate is contemporaneously maintained from Baltimore to other equi-distant points on the Main Line and Washington Branch of defendant's line.

ORDER No. 3943.

In the Matter of

The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice, Supplement No. 18 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 468.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 19th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 18 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, further postponing until January 1st, 1918, the effective date of the uniform live stock contract published on pages 48 and 49 of Official Classification No. 44, and of Items 1, 2 and 4 on page 221 thereof, now under suspension until December 1st, 1917,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3943 of date November 19th, 1917."

ORDER No. 3944.

In the Matter of

The Application of PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY for an Order Permitting and Approving the Construction of a Branch or Lateral Road From Its Main Line Near Odenton, Anne Arundel County, Into the United States Military Camp Meade at Admiral in said County, and the Erection of Station Buildings in Connection Therewith, and the Maintenance and Operation of the Same.

Before the

Public Service Commission
of Maryland.

Case No. 1426.

WHEREAS, The application of the Philadelphia, Baltimore and Washington Railroad Company, a consolidated corporation of the States of Maryland, Delaware and Pennsylvania, with the plat marked "Exhibit No. 1," filed with the Public Service Commission of Maryland, for the permission and approval of the said Commission for the construction, maintenance and operation of a branch or lateral road from its main line near Odenton, Anne Arundel County, Maryland, into the United States Military Camp Meade at Admiral, in said County, and for the permission and approval of the erection and maintenance of station buildings in connection therewith, having this day come on to be heard after due notice published in accordance with this Commission's Order No. 3930 passed November 7th, 1917, and

WHEREAS, It appearing that the Philadelphia, Baltimore and Washington Railroad Company is authorized by the provision of the charter of the Baltimore and Potomac Railroad Company, one of its constituent companies, being Chapter 194 of the Acts of the General Assembly of Maryland of the year 1853, to construct a branch or lateral road from its main line near Odenton, into the United States Military Camp Meade; and the Commission having determined from the evidence submitted at the hearing of the application, that those things to which its permission and approval are asked, are convenient for the public service,

IT IS, THEREFORE, This 20th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of said Commission is hereby given to the Philadelphia, Baltimore and Washington Railroad Company, its successors and assigns, to construct, maintain and operate the branch line of railroad extending from its main line near Odenton, Anne Arundel County, Maryland, into the United States Military Camp Meade in said County, and to the erection and maintenance of the station buildings in connection therewith, in accord with the plat filed with the Commission marked "Exhibit No. 1."

ORDER No. 3945.

In the Matter of

The Complaint of D. T. MILLS

vs.

GILPIN'S FALLS ELECTRIC COMPANY.

Before the

Public Service Commission
of Maryland.

Case No. 1431.

The above cause having been previously set for hearing and having been heard on November 19th, 1917, when both parties were represented in person or by counsel, and an oral opinion having been rendered by the Commission, through its Chairman, wherein the conclusion was reached that the complainant is not entitled to the relief for which he has prayed,

IT IS, THEREFORE, This 20th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3946.

In the Matter of

The Petition of the WASHINGTON, BALTIMORE AND ANNAPOLIS ELECTRIC RAILROAD COMPANY for Permission to Construct for the United States Government a Pole Line With All the Necessary Wires, Cables, Etc., From the Company's Sub-Station at Annapolis to a Point at or Near Greenbury Point, Anne Arundel County, and to Furnish Current to the Government for the Operation of a Radio Station at or Near Greenbury Point.

Before the

Public Service Commission
of Maryland.

Case No. 1433.

The petition in the above entitled matter, together with exhibits and other supporting papers filed therein, having been duly read and considered by the Commission, and the Commission being of the opinion and finding that those things to which its approval are asked are convenient for the public service,

IT IS, THEREFORE, This 20th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the Washington, Baltimore and Annapolis Electric Railroad Company is hereby authorized to construct a pole line, with the necessary wires, cables, etc., from its sub-station at Annapolis, along its right of way to the West Annapolis County Road; thence by public roads or private right of way to the south bank of the Severn River; thence under the said river by cable, and thence from said river by private right of way to a point at or near Greenbury Point, Anne Arundel County, Maryland, said pole line when completed by the railroad company, and paid for by the United States Government, to be the property of the latter, and the said Washington, Baltimore & Annapolis Electric Railroad Company is further authorized and empowered to furnish to the United States Government, or to any department thereof, the necessary electric energy over said electric line, and cables for the use of or for the operation of a radio station to be constructed at or near Greenbury Point.

ORDER No. 3947.

<p>In the Matter of</p> <p>The Application of the CRISFIELD LIGHT AND POWER COMPANY, INC., a Corporation Existing Under the Laws of Delaware and Operating in the State of Maryland, for Authority to Issue \$20,000.00 Par Value of Additional Stock.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1403.</p>
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WHEREAS, The Crisfield Light and Power Company, a corporation incorporated under the laws of the State of Delaware and operating in the State of Maryland, has applied to this Commission for authority to issue and sell its capital stock in the amount of \$20,000.00, the proceeds of the said stock to be applied as follows:

(1) For the purpose of paying for extensions of and improvements to its plant and distributing system and for supplies and material necessary for the proper conduct of its business to the end of said company's fiscal year ended June 30th, 1917, and properly chargeable to capital account, \$15,819.92.

(2) For the purpose of making extensions of and improvements to its plant and distributing system subsequent to June 30th, 1917, and properly chargeable to capital account, \$4,180.08; and

WHEREAS, The application having come on for hearing on September 21st, 1917, after due notice published in accordance with this Commission's Order No. 3836, dated September 11th, 1917, and it being the opinion and finding of the Commission after hearing that the use of the capital to be secured by said issue and sale of stock is reasonably required for the purposes of the said Crisfield Light and Power Company, to wit: the discharge or lawful

refunding of its obligations and the construction, completion, extension and improvement of its plant and distributing system,

IT IS, THEREFORE, This 20th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the issue by the Crisfield Light and Power Company of its capital stock in the amount of \$20,000.00 for the purposes in said application set forth be and the same is hereby authorized and approved, provided that the said \$20,000.00 of capital stock of said corporation shall be issued only for cash at the par value thereof.

2. That the said Crisfield Light and Power Company shall make reports, duly verified by affidavits, to this Commission as follows:

(a) Upon the sale for cash of its stock, authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales, the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of said stock, and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of its facilities.

ORDER No. 3948.

In the Matter of	}	Before the
The Complaint of HOWARD A. MOOG		Public Service Commission
vs.		of Maryland.
CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE.		Case No. 1411.

The above cause having been previously set for hearing and having been heard on October 5th, 1917, at which hearing complainant was not represented, though previously notified of the time and place set for same, and it appearing from the evidence produced by the respondent, more particularly respondent's "Exhibit No. 1," filed herein at said hearing (same being copy of an agreement between the complainant and respondent for the payment by the former to the latter of the amount of the charges in dispute) that the complaint has been satisfied,

IT IS, THEREFORE, This 20th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3949.

In the Matter of	}	Before the
THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY, Investiga- tion of Rates and Charges, Property and Affairs.		Public Service Commission of Maryland.
		Case No. 690.

Application having been made to the Commission by The Chesapeake and Potomac Telephone Company of Baltimore City for an indefinite postponement of hearings upon the proposed new rate schedules of the Company on the ground that war conditions make inexpedient and unadvisable such hearings and any changes which might be made in the Company's existing rate schedules and practices as the result thereof; and it appearing to the Commission that the question of such indefinite postponement is a matter in which the public is or may be greatly interested;

IT IS, THEREFORE, This 20th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That the matter of the application of The Chesapeake and Potomac Telephone Company of Baltimore City for an indefinite postponement of hearings before this Commission on its proposed new rate schedules be and the same is hereby set for public hearing before the Public Service Commission on the fifth day of December, 1917, at 10 o'clock A. M., at the office of the Commission, Baltimore, Maryland.

AND IT IS FURTHER **Ordered,** That copies of this order be sent all the newspapers published in the State of Maryland with the request of this Commission that proper authority be given and the objects and date of such public hearings.

ORDER No. 3950.

In the Matter of	}	Before the
The Petition of THE PENNSYLVANIA RAIL- ROAD COMPANY for Permission Under Sec- tion 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petition- er's Freight Tariff GO—P. S. C. Md. No. 286.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 469.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 21st day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 286, canceling Supplements Nos. 30, 31 and 32 to said tariff, the first two of which supplements, providing that "Only grain for export will be handled at Canton Elevator. No reconsignment or reshipping of grain from Canton Elevator for domestic deliveries will be permitted," have been suspended to January 29th, 1918, under authority of this Commission's Circular No. 10G,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3950 of date November 21st, 1917."

ORDER No. 3951.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement With CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE, Dated October 2nd, 1917, for the Sale by the Former to the Latter of One Pole Located on Robinson Street, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1434.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-first day of November, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3952.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement With CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE, Dated October 3rd, 1917, for the Sale by the Former to the Latter of One Pole Located on East Lafayette Avenue, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1917, in Case No. 1131.

Before the
Public Service Commission
of Maryland:

Case No. 1435.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-first day of November, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3953.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement With CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE, Dated October 3rd, 1917, for the Sale by the Former to the Latter of One Pole Located on Old Frederick Road, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1917, in Case No. 1131.

Before the
Public Service Commission
of Maryland.

Case No. 1436.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of

securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-first day of November, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3954.

In the Matter of

The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY for the Approval of an Agreement With CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE, Dated October 23rd, 1917, for the Sale by the Former to the Latter of Four Poles Located on East North Avenue, Baltimore, Maryland, Under the Terms and Provisions of Order No. 2913, Entered June 20th, 1916, in Case No. 1131.

Before the

Public Service Commission
of Maryland.

Case No. 1437.

The agreement or other written instrument evidencing the transaction in this case having been submitted to this Commission for the purpose of securing its consent to the consummation thereof and the Commission having determined that a hearing is unnecessary,

IT IS, THEREFORE, On this twenty-first day of November, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That the consent of this Commission be and the same is hereby given to the disposition of the property described in said agreement, or other written instrument, evidencing the transaction in accordance with the terms outlined therein.

ORDER No. 3955.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY, THE PENNSYLVANIA RAILROAD COMPANY and WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Increased Commodity Rates on Iron and Steel Articles.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 470.

The above mentioned petition, together with exhibits, having been received and filed, upon consideration thereof, it is this 21st day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Baltimore and Ohio Railroad Company, The Pennsylvania Railroad Company and Western Maryland Railway Company to file and publish upon not less than five days' notice to the Commission and the public, increased commodity rates on iron and steel articles specified in tariffs enumerated below, such rates not to result in an increase in excess of 15% over the present effective rates, except in so far as may be necessary in order to preserve the present port differentials or rate relationships, the proposed rates on less carloads not to exceed the present effective fourth class rates, and on carloads the proposed rates not to exceed the present fifth class rates, from and to points designated in the following tariffs:

Baltimore & Ohio Railroad—P. S. C. Md. Nos. 615, 736, 793, 833, 853 and 915.

Western Maryland Railway—P. S. C. Md. Nos. 576, 578, 602 and 604.

Pennsylvania Railroad—GO—P. S. C. Md. Nos. 306, 463, 433, 461, 409 and 462; EE—P. S. C. Md. No. 137; CC—P. S. C. Md. No. 145.

PROVIDED, Tariffs containing said rates be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3955 of date November 21st, 1917."

AND IT IS FURTHER **Ordered,** That by passing this order the Public Service Commission is not to be taken as in any sense whatever approving

any rates that may be filed under the authority of this order; all such rates being left as fully subject to investigation and correction on complaint, or on the Commission's own motion under the provisions of the Public Service Commission Law as if this order had never been passed.

ORDER No. 3957.

In the Matter of The Petition of THE PENNSYLVANIA RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Petitioner's Freight Tariff AA—P. S. C. Md. No. 66.	}	Before the Public Service Commission of Maryland. S. N. & R. Docket. Case No. 471.
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The above mentioned petition having been received and filed, upon consideration thereof, it is this 22nd day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, petitioner's freight tariff AA—P. S. C. Md. No. 66, establishing rate of 94 cents per 2,240 pounds on pyrites cinder, carloads, from Perryville, Maryland, to Sparrows Point, Maryland,

PROVIDED, Said tariff containing said rate be filed with the Commission upon issuance of this Order, and published by posting as required by law. and that all copies of said tariff shall bear the following notation:

“Issued under special permission of the Public Service Commission of Maryland, Order No. 3957 of date November 22nd, 1917.”

ORDER No. 3959.

In the Matter of The Application the DENTON BUS COMPANY for Permission to Discontinue One Round Trip of Its Service Between Denton and Hurlock, Maryland.	}	Before the Public Service Commission of Maryland.
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The foregoing application and recommendation having been duly considered, it is this twenty-second day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That the said application to discontinue one round trip between Denton and Hurlock, Maryland, be and the same is hereby permitted and approved.

ORDER No. 3963.

In the Matter of

The Application of WESTERN MARYLAND
RAILWAY COMPANY for Authority to Issue
\$150,000,000.00 of Its First and Refund-
ing Mortgage Bonds and \$5,000,000.00 of
Its Three-Year Seven Per Cent. Collateral
Trust Gold Notes.

Before the
Public Service Commission
of Maryland.

Case No. 1420.

WHEREAS, Western Maryland Railway Company has applied to this Commission for authority to issue Five Million Dollars (\$5,000,000.00), face value, of Three-Year Seven Percent Collateral Trust Gold Notes, and for authority to issue Six Million, Five Hundred Thousand Dollars (\$6,500,000), face value, of First and Refunding Mortgage Bonds, and to deposit and pledge the said Mortgage Bonds under a certain Trust Indenture executed by Western Maryland Railway Company to Bankers Trust Company (of New York) dated November 1st, 1917, and executed to secure said Three-Year Seven Percent Collateral Trust Gold Notes; and

WHEREAS, This application coming on to be heard after due notice published in compliance with Order No. 3907 of this Commission, passed October 17th, 1917, and the Commission being of opinion and finding after hearing, that the capital to be secured by the issue of said Three-Year Seven Percent Collateral Trust Gold Notes, and the issue of said First and Refunding Mortgage Bonds and the deposit and pledge thereof under the said Trust Indenture dated November 1st, 1917, is reasonably required for the purposes of said corporation, to wit, the acquisition of property, the construction, completion, extension, maintenance or improvement of its facilities or for the improvement or maintenance of its service and the discharge or lawful refunding of its obligations;

IT IS, THEREFORE, This 23rd day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the issue by the applicant, Western Maryland Railway Company, of Five Million Dollars (\$5,000,000.00), face value, of Three-Year Seven Percent Collateral Trust Gold Notes, and the issue by said Company of Six Million, Five Hundred Thousand Dollars (\$6,500,000.00), face value, of First and Refunding Mortgage Bonds of the Railway Company, and the deposit and pledge of said Mortgage Bonds under the Trust Indenture executed by Western Maryland Railway Company to Bankers Trust Company (of New York) dated November 1st, 1917, in the manner and upon the terms set forth in said application, be and the same is hereby authorized and approved for any one or more of the specific purposes hereinbefore recited but for no other purposes.

IT IS FURTHER **Ordered**, That Western Maryland Railway Company shall make reports, duly verified by affidavits, to this Commission as follows:

(a) Upon the issue and sale of said Three-Year Seven Percent Collateral Trust Gold Notes, authorized and approved as aforesaid, or any part thereof, the fact of such issue and sale, the terms and conditions thereof, and the amount realized therefrom.

(b) At the expiration of each and every period of six months from the date of this Order, the disposition and use made of the proceeds of said Three-Year Seven Percent Collateral Trust Gold Notes, and until the same shall have been fully expended, the facts and circumstances as to the property acquired or as to the construction, completion, extension, maintenance and improvement of the facilities of the said company, or as to the improvement or maintenance of its service, or as to the discharge or lawful refunding of its obligations.

ORDER No. 3960.

In the Matter of	
The Application of THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTI- MORE CITY for Authority to Proceed With the Collection of Certain Outstanding Bills and Accounts.	} Before the Public Service Commission of Maryland. Case No. 1422.

WHEREAS, The Public Service Commission of Maryland by its orders entered on January 2nd, 1912, and subsequent dates established rates to be charged by The Chesapeake and Potomac Telephone Company of Baltimore City, for telephone service furnished by said company in the City of Baltimore, and

WHEREAS, The rates and charges prescribed by the Commission's orders aforesaid have been charged and collected from practically all of the subscribers of said The Chesapeake and Potomac Telephone Company of Baltimore City, and

WHEREAS, Certain of the subscribers of the telephone company having refused to sign contracts in accord with the rates and charges prescribed by the Commission's several orders aforesaid, and this Commission having in the year 1912 required the company to continue furnishing service to the said subscribers so refusing to sign new contracts at the rates formerly in effect pending the determination of a further investigation of the rates and charges, property and affairs of said The Chesapeake and Potomac Telephone Company of Baltimore City, which investigation has since been concluded by the Commission, and its opinion and order containing its findings of fact and conclusion thereon having been filed on March 8th, 1916, wherein the Commission found that the earnings of the said company under its existing schedules of rates, taken as a whole, are not excessive, and

WHEREAS, Some of the subscribers whose service has been continued by request of the Commission have failed and refused to pay for said service at either the present rates or at the former rates, and

WHEREAS, The Chesapeake and Potomac Telephone Company of Baltimore City has applied to this Commission to vacate its requests heretofore made to the said company as aforesaid, and to authorize it to proceed by its ordinary routine method to the collection of all outstanding accounts, due from the said subscribers, and

WHEREAS, This application having come on for hearing on November 8th, 1917, after due notice published in accordance with this Commission's Order No. 3912, dated October 18th, 1917, and it being the opinion and finding of the Commission after hearing that the company should not longer be required to continue its special and favorable treatment to the subscribers covered by the earlier requests of the Commission,

IT IS, THEREFORE, This 23rd day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the applicant, The Chesapeake and Potomac Telephone Company of Baltimore City, be and it is hereby authorized and permitted to proceed by its ordinary routine method to the collection of all outstanding accounts, due from the various subscribers who have hitherto been furnished telephone service at rates other than those prescribed by the tariff schedules of said applicant lawfully filed with the Commission.

ORDER No. 3967.

<p>In the Matter of</p> <p>The Complaint of THE PUBLIC SERVICE COM- MISSION OF MARYLAND</p> <p style="text-align: center;"><i>vs.</i></p> <p>THE UNITED RAILWAYS AND ELECTRIC COM- PANY OF BALTIMORE, a Body Corporate, With Respect to the "Skip-Stop" Plan of Operating Its Cars.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1378.</p>
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This case having this day come on for further hearing in accordance with this Commission's Order No. 3958 entered November 22nd, 1917, and an oral opinion having been rendered by the Commission, through its Chairman, wherein the conclusion was reached that certain stops heretofore eliminated by the respondent company under its so-called "skip-stop" plan of operation should be restored,

IT IS, THEREFORE, This 27th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the respondent, said The United Railways and Electric Company of Baltimore, be and it is hereby directed and required to restore, on or before December 7th, 1917, regular stops for passengers desiring to board or alight from the cars of the respondent company, at the following points:

NORTH AVENUE LINE.

North and Moreland Avenues.
North Avenue and Hilton Street.
Washington and Lanvale Streets.

GARRISON BOULEVARD LINE.

Garrison and Carlisle Avenues.

EDMONDSON AVENUE LINE.

Clifton Avenue and Queen Anne's Road.
Presstman Street and Bloomingdale Road.

ORDER No. 3968.

In the Matter of

The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 19 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 472.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 27th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 19 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, canceling Supplement No. 9 to P. S. C. Md. O. C. No. 44. and establishing the following ratings and specifications:

Bearings:

Car Bolster Plate, with or without rollers:	L. C. L.	C. L.
Loose or in packages.....	4	..
Loose or in packages, C. L. min. wt. 36,000 lbs..	..	5

Car Journal:

Alloy (Car Journal Bearings of Babbitt or other soft metal alloys):		
In barrels or boxes.....	3	..
Loose or in packages, C. L. min. wt. 30,000 lbs..	..	4

Scrap:

In barrels or boxes.....	3	..
Loose or in packages, C. L. min. wt. 36,000 lbs..	..	5

Ball or Roller, N. O. S., see Note:

In barrels or boxes.....	3	..
In packages named, C. L. min. wt. 30,000 lbs....	..	4

Note: Rating applies on Ball or Roller Bearings for machinery, shafting, vehicle bearings or similar application.

Stone, Natural: Blocks, Pieces or Slabs, not otherwise indexed by name, as shown on page 324, items 25 to 31 inclusive, and page 325, items 1 to 8 inclusive.

Woolen Clippings, Tailors' (Clippings from Woolen Cloth), as shown on page 377, item 1, to take the ratings for Rags, as shown on page 294, item 11.

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

“Issued under special permission of the Public Service Commission of Maryland, Order No. 3968 of date November 27th, 1917.”

ORDER No. 3969.

In the Matter of	}	Before the
The Petition of THE PENNSYLVANIA RAIL-ROAD COMPANY for Permission Under Sec-tion 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petition-er's Freight Tariff GO—P. S. C. Md. No. 286.		Public Service Commission of Maryland.
		S. N. & R. Docket.
		Case No. 473.

The above mentioned petition having been received and filed, upon con-sideration thereof, it is this 28th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Pennsylvania Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff GO—P. S. C. Md. No. 286, canceling Supplements Nos. 19 and 25 to said tariff, the effective date of Supplement No. 19 having been postponed by Supplement No. 25 until December 1st, 1917, under authority of this Commission's Circular No. 10G,

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3969 of date November 28th, 1917."

ORDER No. 3970.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement to Petitioner's Freight Tariff P. S. C. Md. No. 923.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 474.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 28th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given The Baltimore and Ohio Railroad Company to file and publish on one day's notice to the Commission and the public, supplement to petitioner's freight tariff P. S. C. Md. No. 923, to correct clerical error by changing the word "bullets" appearing on page 5 of said tariff, under caption "Alphabetical List of Articles with Rate Group Governing" to read "billets,"

PROVIDED, Said supplement be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplement shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3970 of date November 28th, 1917."

ORDER No. 3974.

In the Matter of

The Petition of CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Petitioner's Tariffs Covering Rates, Rules and Regulations Governing the Furnishing and Supply of Gas and Electric Service, Providing That Supply of Service Will Be Subject to Orders of Federal or State Authorities Establishing Any Priority of or Limitation in Service, for the Purpose of Economizing in Fuel.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 477.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 30th day of November, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, Consolidated Gas Electric Light and Power Company of Baltimore to file and publish on one day's notice to the Commission and the public, supplements to petitioner's tariffs covering rates, rules and regulations governing the furnishing and supply of gas and electric service, providing that supply of service will be subject to orders of Federal or State authorities establishing any priority of or limitation in service, for the purpose of economizing in fuel,

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 3974 of date November 30th, 1917."

ORDER No. 3975.

In the Matter of

The Joint Application of the WORCESTER TRANSIT COMPANY and INTERBOROUGH TRANSIT COMPANY for an Order Permitting and Approving the Transfer by the Latter to the Former by Sale of All of Its Personal Property, and for Authority to the Interborough Transit Company to Cease Operations Under Its Franchises; and Permitting and Approving the Purchase by the Worcester Transit Company of All the Personal Property of the Interborough Transit Company, and to Exercise the Franchises and Continue the Business of the Interborough Transit Company as at Present Exercised and Conducted by the Said Interborough Transit Company.

Before the
Public Service Commission
of Maryland.

Case No. 1418.

The above entitled matter coming on to be heard after due notice published in accordance with this Commission's Order No. 3896, entered October 9th, 1917, and no protests thereto having been made, and it being the opinion and finding of the Commission after hearing that the things to which its permission and approval are asked are necessary and convenient for the public service,

IT IS, THEREFORE, This 30th day of November, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval, permission and authority of the Commission is hereby given:

(a) To the Interborough Transit Company to transfer by sale to the Worcester Transit Company all of its personal property.

(b) To the Interborough Transit Company to cease and discontinue its operations under its franchises heretofore exercised by it.

(c) To the Worcester Transit Company to purchase from the Interborough Transit Company all of the personal property of said company.

(d) To the Worcester Transit Company to exercise the franchises heretofore exercised by the Interborough Transit Company and to continue the business of said Interborough Transit Company as heretofore conducted by said Company.

ORDER No. 3976.

In the Matter of

The Petitions of BALTIMORE AND SPARROWS
POINT RAILROAD COMPANY, THE PENNSYL-
VANIA RAILROAD COMPANY and WESTERN
MARYLAND RAILWAY COMPANY for Per-
mission Under Section 15 of the Public
Service Commission Law to File and Pub-
lish on Less Than Statutory Notice Peti-
tioners' Tariffs Reducing the Free Storage
Period on Export Traffic Via the Ports of
Baltimore and Sparrows Point, Maryland,
From Fifteen to Ten Days.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 478.

The above mentioned petitions having been received and filed, upon con-
sideration thereof, it is this 3rd day of December, 1917, by the Public
Service Commission of Maryland,

Ordered, That permission be, and is hereby given Baltimore and Spar-
rows Point Railroad Company, The Pennsylvania Railroad Company and
Western Maryland Railway Company to file and publish on five days' notice
to the Commission and the public, petitioners' tariffs reducing the free
storage period on export traffic via the ports of Baltimore and Sparrows
Point, Maryland, from fifteen to ten days,

PROVIDED, Said tariffs be filed with the Commission upon issuance of this
Order, and published by posting as required by law, and that all copies of
said tariffs shall bear the following notation:

"Issued under special permission of the Public Service Commission
of Maryland, Order No. 3976 of date December 3rd, 1917."

OPINION.

In the Matter of The Complaint of F. CONRAD STOLL, ET AL., vs. BROOKLYN AND CURTIS BAY LIGHT AND WATER COMPANY.	}	Before the Public Service Commission of Maryland. Case No. 1362.
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Appearances:

OSBORNE I. YELLOTT, ESQ., for Complainants.
RAYMOND S. WILLIAMS, ESQ., for Respondent.

REIFSNIDER, *Commissioner*.

Filed December 4th, 1917.

Complaint herein, filed with the Commission on May 21st, 1917, and signed by a large number of patrons of the Brooklyn and Curtis Bay Light and Water Company, sets forth that said company has filed with the Commission revised schedule of water rates to become effective on July 1st, 1917, the effect of which revised schedule is to increase the rates charged by respondent company for water furnished by it approximately 50 per cent. Further, that the rates in effect at time petition was filed were established by the Public Service Commission of Maryland, its Order No. 2148, passed January 5th, 1915, after hearing and full investigation, and that said rates represent the full worth of the service rendered by the water company to its users. Also, that there has been no change in conditions since the entry of the order aforesaid which would justify an increase in rates to the extent proposed.

Answer was filed by the respondent on June 14th, 1917, in which it is denied that the rates charged by the company represent the full worth of the service rendered by the company or that the proposed increase will be excessive or unjust. Also, that since the passage of order of the Commission referred to there have been such changes in conditions, particularly as respects the cost of wages and materials, mainly coal, used by the respondent, which justifies the increase proposed.

Upon petition of the complainants the Assistant General Counsel of the Commission was assigned to represent and assist complainants in the presentation and prosecution of their complaint.

The case came on for hearing before the Commission on September 5th, 1917, at which time considerable testimony was taken upon behalf of the respective parties.

The rates charged by the respondent immediately prior to July 1st, 1917, were established by this Commission's Order entered in case No. 833 on January 5th, 1915, after full investigation and hearing, the rates established by the Commission becoming effective as of January 1st, 1915. These rates were somewhat less than those at that time proposed by the company,

though they were a decided advance over the flat rates formerly prevailing in the Curtis Bay District.

The respondent company furnishes service in Curtis Bay and Brooklyn, its mains having been extended to the latter point during the year 1914. At the time of hearing in Case No. 838 the water company based its estimates of revenue in the Brooklyn District upon 200 customers in this district. Statements submitted at the hearing in the instant case show that there are installed and in use at the present time 391 services in Brooklyn, in addition to which 24 service connections have been made, though service is not yet supplied through same.

The following shows the rates, former and present and the increases brought about by the schedule which became effective on July 1st last. The quarterly allowance is not changed by the new schedule.

Size Meter	FORMER.			PRESENT.		INCREASE.		
	Qr. Mini- mum	Allow- ance In Gals.	Rate Per Thous- and	Qr. Mini- mum	Rate Per Thous- and	Qr. Mini- mum	Rate Per Thous- and	Per Cent
5/8"	\$2.50	8,572	\$.2916	\$3.50	\$.4083	\$1.00	\$.1167	40
3/4"	3.50	12,143	.2882	5.25	.4323	1.75	.1441	50
1"	5.00	17,143	.2917	7.50	.4375	2.50	.1458	50
1½"	10.00	34,285	.2917		.4375	5.00	.1458	50
2"	13.00	45,714	.2844		.4375	7.00	.1531	53.85

RATES FOR EXCESS CONSUMPTION.

FORMER.	PRESENT.
1st 15,000 gallons per quarter 35c per M gallons.	1st 25,000 gallons per quarter 35c per M gallons.
2nd 15,000 gallons per quarter 30c per M gallons.	2nd 25,000 gallons per quarter 30c per M gallons.
3rd 15,000 gallons per quarter 25c per M gallons.	3rd 25,000 gallons per quarter 25c per M gallons.
4th 15,000 gallons per quarter 20c per M gallons.	4th 25,000 gallons per quarter and over 20c per M gallons.
5th 15,000 gallons per quarter 15c per M gallons.	Where the consumption in any month exceeds 1,000,000 gallons, the charge will be 20c per M gallons for the first 1,000,000 gallons and 15c per M gallons for all in excess.
6th 15,000 gallons per quarter and over 12c per M gallons.	

At the hearing the testimony of the protestants was directed almost entirely to the charges for the services having $\frac{5}{8}$ " meters. This was doubtlessly due to the fact that such users constitute the great majority of the company's patrons, there being 869 services of this size out of a total of 914 services. Though the $\frac{5}{8}$ " services are 95% of the total, they did not, in the year ended June 30th, 1917, produce more than 37.5% of the company's revenue from sales of water.

On the one hand, the respondent asserts that there has been such a change in conditions since the Commission last passed upon its rates as to sustain the increase which became effective on July 1st of this year, while on the other hand the complainants as earnestly maintain that there has been no such change as would justify the advance in rates made by the water company. Without going at great length into the record upon this point, it will suffice to say that the Commission is convinced that there has been a substantial change in conditions as respects not only the cost of the service to the company but as well the worth of same to the ultimate consumer, or "what the service is reasonably worth."

At the hearing testimony was introduced by the respondent tending to show that the cost of all supplies used by it, as well as labor, has advanced greatly since the time the former rates were established by the Commission. The most important commodity used by respondent is coal, the price of which at the mines was \$1.70 per ton in 1914, \$2.54 in 1916 and at the time of hearing \$2.93, the company estimating that the cost would further advance to \$3.50 or more, in addition to which there has been an increase in the freight rate of 15 cents per ton. The amount of coal used by the company seems to be approximately 100 tons per month. The respondent uses Georges Creek coal, the price for which has been fixed by the Federal Government at \$2.20 at the mine but the company states that it has been unable to purchase any coal at this price.

Statement filed by respondent shows that the total operating revenue during the year ended December 31st, 1916, was \$23,055.67, the operating expenses and taxes during which period were \$14,456.80; after deducting interest charges of \$3,000.00 on funded debt and \$127.50 on unfunded debt, this left a net income of \$5,471.37. Same statement shows that it is estimated that the operating expenses and taxes will increase to \$17,776.10 during the present year, it also being assumed that the total operating revenue and interest charges will remain the same as in 1916, leaving net income of \$2,152.07. The annual reports made to this Commission are for the years ending June 30th; for the fiscal year 1914 the net income after interest charges are deducted was \$2,521.44, in the year 1916 \$2,109.93 and in the year 1917 \$3,569.55, there having been a deficit of \$12,907.38 in 1915, during which year there was charged off \$7,000.00 on account of depreciation of plant, no allowance for depreciation having been made in other years. The company has outstanding common stock to the amount of \$100,000 and there is a mortgage of \$50,000.00 upon its plant, same bearing interest at rate of 6% per annum. The plant investment is shown by the company as being \$166,840.85 as of June 30th, 1916. There has been no

valuation made by the Commission of the property of the respondent used in the public service and there is not sufficient evidence now before the Commission to enable it to establish such a valuation and to attempt a valuation of this property at the present time would, owing to the valuation of other and larger utilities now being conducted by the Commission, of necessity result in undue delay in the settlement of this case. While a valuation of the plant of a utility is always desirable where the rates of such utility are in controversy, the Commission believes that it can satisfactorily dispose of this case upon the record now before it. It is manifest that the respondent is not at the present time earning a return equal to even the legal interest rate in this State upon its property if we consider either its plant investment as shown upon its books or its total capitalization as being even remotely indicative of the real value of such plant. On the other hand, as pointed out in Case No. 838, when the company extended its service to Brooklyn it provided a plant sufficiently large not only to take care of the then prospective customers in that territory, but also all customers that might be added by the future development of the property in and around Brooklyn for a number of years to come. Subsequent developments would seem to have vindicated the judgment of the company in this respect, as witness the large increase in services at Brooklyn. At the hearing it was testified that one company alone proposed to erect a hundred additional dwellings in this district.

In brief filed by counsel for complainants in the previous case involving the rates charged by the respondent for water furnished by it the following principle is advanced:

"The complainants contend that the right of the corporation to earn a fair return upon its investment is qualified by the proviso that in no event shall the company be permitted to charge the consumers more than the service is reasonably worth to them."

In that case the Commission accepted this doctrine and there is no reason why same should not be taken as governing in the instant case.

The evidence in the earlier case was to the effect that the residents of Brooklyn, using the water of respondent company, were at that time largely manual laborers earning wages of from \$1.50 to \$1.75 per day, the monthly rental of their houses ranging from \$8.00 to \$10.00. The present rental of these houses appears to be \$10.00 to \$12.00, it being testified that there are other houses under construction which will rent for about \$15.00 per month. The testimony is conflicting respecting the present wages of the residents of Brooklyn and Curtis Bay but that they are earning considerably more than in 1915 is well established. On the other hand, practically all of the necessities of life purchased by these people have increased in cost; the wage-earner receives more dollars but the purchasing power of these dollars is not as great as formerly. The increased earning power of the water users (who must and do ultimately pay for the water, even though the water rent is paid by the landlord) as well as the shrinkage in the pur-

chasing power of the dollar appear to reasonably establish the fact that the service is worth more to the company's users than at the time the former rates were established by the Commission. Particularly is this true when consideration is given to the increased cost of operation incurred by the company.

The following shows the lowest minimum quarterly charge of each of the several water companies under the jurisdiction of this Commission charging for water either wholly or partly by meter, the amount of water this gives consumer, as well as the total number of consumers and metered consumers of such companies:

	<i>Total Number of Con- sumers.</i>	<i>Number of Meters.</i>	<i>Lowest Minimum Quarterly Charge.</i>	<i>Allow- ance in Gallons</i>
Artesian Water Company.....	381	380	\$3.90	1,000
Bel Air Water and Light Co.....	354	354	3.00	3,000
Balto. Co. Water & Electric Co.....	10,594	4,563	2.75	12,500 to 41,660
Brooklyn & Curtis Bay Lt. & Water Co. \	914	914	3.50	8,572
City & Suburban Realty Company.....	125	125	3.00	7,500
Con. Public Utilities Co. (Westminster)	1,000	367	2.00	5,000
Denmore Park H., W., L. & H. Co.....	301	131	4.50	15,000
Emmitsburg Water Company.....	233	6	2.50	8,745
Havre de Grace Water Company.....	635	235	2.50	6,250
Lonaconing Water Company	739	34	2.25	11,250
Mechanicstown Water Company.....	215	2	1.50	5,000
Midland-Elk Lick Water Co.....	376	3	2.25	11,250
Overlea Realty Company.....	68	60	4.13	9,375
Perryville Water Company.....	202	9	3.00	7,500
Rognel Heights Water Company.....	69	67	6.00	12,000
Roland Park Water Company.....	1,074	1,074	3.00	7,500
Severna Company.....			4.50	9,000
Suburban Water Company.....	1,250	1,145	2.50	8,000
Sudbrook Development Company			2.50	8,000
Union Bridge Water Company.....	450	3	3.00	6,000
Washington County Water Company...	5,160	4,280	1.00	3,333

An examination of the above compilation discloses that of the twenty-one companies included therein but five other companies in the State have minimum quarterly charge as high as, or higher than, that of the respondent corporation for the smallest size service. Of these five companies, not one has as many as one-half of the number of consumers as respondent, and all of them operate under conditions which cannot be said to be comparable with those under which the operators of the respondent are conducted. Comparisons of this kind, while not controlling, are of interest as indicative of the general level of rates.

The quarterly allowance to $\frac{5}{8}$ " services under both former and present schedules of respondent is 8572 gallons. A number of bills were produced by complainants at hearing to show that the average use is much less than the amount of water to which consumers are entitled under the quarterly minimum, some of which bills showed consumptions as low as 900 gallons, or less than 11% of the allowance. A large number of these services have but one spigot in the kitchen with no bath or toilet facilities. Figures submitted by the respondent since the hearing show that the average consumption of the $\frac{5}{8}$ " users during the two years ended June 30th, 1917, was 23,310 gallons per annum, or 5827 per quarter, in the Curtis Bay district, 12,072 gallons per annum, or 3018 gallons per quarter, in the Brooklyn district, and 18,438 gallons per annum, or 4610 gallons per quarter, in the two districts.

The demand of the users taking water through the smaller services seems to be fairly uniform and regular, while the wholesale customers of the company have greatly fluctuating demands. Certain of these wholesale users have independent sources of water supply, apparently only drawing upon the supply of the company spasmodically, as when their own supply fails. This constitutes a "break down" service, the company being compelled to at all times hold itself in readiness to supply the peak load of such customers.

The Commission believes that the rates shown below will be just and reasonable to both the company and its patrons:

<i>Size Meter.</i>	<i>Quarterly Minimum.</i>	<i>Allowance (Gallons).</i>
$\frac{5}{8}$ "	\$3.00	7,500
$\frac{3}{4}$ "	4.50	11,250
1 "	6.50	16,250
$1\frac{1}{2}$ "	13.00	32,500
2 "	17.00	42,500

Rates for excess consumption beyond the quarterly allowance above given to be the same as proposed by the company, hereinbefore set forth.

The increase brought about by the new rates when compared with the rates in effect prior to July 1st, 1917, will be:

<i>Size Meter.</i>	<i>Increase in Quarterly Minimum Charge.</i>		<i>Increase in Rate per 1000 Gal- lons Under Quarterly Allowance.</i>	
	<i>Amount.</i>	<i>Per Cent.</i>	<i>Amount.</i>	<i>Per Cent.</i>
$\frac{5}{8}$ "	\$.50	20	\$.1084	37.17
$\frac{3}{4}$ "	.75	20	.1118	38.79
1 "	1.50	30	.1083	37.13
$1\frac{1}{2}$ "	3.00	30	.1083	37.13
2 "	4.00	30.77	.1156	40.65

If a $\frac{5}{8}$ " service should use in a given quarter the amount of water permitted under the present schedule, 8572 gallons, the charge under the

schedule established by the Commission would be \$3.35 (\$3.00 minimum plus 35c for 1000 gallons excess) as against \$3.50 now charged by the Company.

These rates have been determined by the Commission only after much study and consideration of all of the various elements entering into the reasonableness thereof. They also are predicated upon the extraordinary conditions existing at the present time and when normal conditions again obtain it may be possible to effect a further adjustment, though on the other hand after due trial it may prove that, owing to further increases in cost of operation, the rates are not fair to the company, in which event the company may, of course, properly apply to the Commission for relief.

An Order will be entered in accordance with the conclusions herein contained and the respondent will be directed to make effective on January 1st, 1918, the rates found reasonable by the Commission, and continue same in effect for a period of three years thereafter.

ORDER No. 3981.

In the Matter of
The Complaint of F. CONRAD STOLL, ET AL.,
vs.
BROOKLYN AND CURTIS BAY LIGHT AND
WATER COMPANY.

Before the
Public Service Commission
of Maryland.
Case No. 1362.

This case being at issue upon complaint and answer on file and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had and the Commission, on the date hereof, having rendered and filed an opinion containing its findings of fact and conclusions therein, which said opinion is hereby referred to and made part hereof, it is this 4th day of December, 1917, by the Public Service Commission of Maryland,

Ordered, That the defendant, the Brooklyn and Curtis Bay Light and Water Company be, and it is hereby directed and required to establish and put in force on or before the first day of January, 1918, and maintain during a period of three years thereafter, unless earlier changed or modified by order of this Commission, the following rates and charges for water furnished by it:

<i>Size Meter.</i>	<i>Quarterly Minimum.</i>	<i>Allowance (Gallons).</i>
5/8"	\$3.00	7,500
3/4"	4.50	11,250
1 "	6.50	16,250
1 1/2"	13.00	32,500
2 "	17.00	42,500

Rates for excess consumption beyond the quarterly allowance above given to be the same as now charged by the defendant and set forth in Supplement No. 1 to its rate schedule P. S. C. Md. No. 4, filed with the Commission.

AND IT IS FURTHER **Ordered**, That a copy of this Order be forthwith served upon the proper official of the respondent company and that said company notify this Commission within ten days of the date of service of such copy whether it will abide by and obey the same.

ORDER No. 3982.

<p>In the Matter of</p> <p>The Complaint of THE PUBLIC SERVICE COMMISSION OF MARYLAND</p> <p style="text-align: center;"><i>against</i></p> <p>The JOHN J. CARLIN HEATING COMPANY, a Body Corporate, With Respect to the Fair- ness and Reasonableness of Its Charges.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1440.</p>
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Albert G. Towers, E. Clay Timanus and John M. Reifsnider, members of the Public Service Commission of Maryland, by W. Cabell Bruce, their General Counsel, complaining against the John J. Carlin Heating Company, a body corporate, duly incorporated under the Laws of the State of Maryland, and engaged in the business of a "heat corporation" within the meaning of the Public Service Commission Law of Maryland, within the State of Maryland, say:

That the rates and charges charged and collected by said company for its service are excessive, unjust and unreasonable.

Wherefore, it is this fourth day of December, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That a copy of this complaint and order be forwarded to the said John J. Carlin Heating Company, and that the matters complained of be satisfied by said body corporate, or that the charges therein be answered in writing by said body corporate within ten (10) days of the service of this complaint and order.

ORDER No. 3983.

In the Matter of	}	Before the
The Application of THE ROLAND PARK WATER COMPANY for Authority to Issue \$5,000.00 Par Value of Its First Mort- gage 5% Bonds.		Public Service Commission of Maryland. Case No. 1432.

WHEREAS, The Roland Park Water Company, a corporation organized under the laws of the State of Maryland, has applied to this Commission for authority to issue and sell its first mortgage 5% 25-year gold bonds of the aggregate principal amount of \$5,000.00, being part of a total authorized issue of \$300,000.00 secured by a mortgage of all of the property and assets of said The Roland Park Water Company of which bonds to the face amount of \$180,000.00 have been issued under authority of the Commission's orders heretofore entered, the proceeds from the sale of the said bonds to be used for the purpose of partially refunding or discharging said company's obligations incurred in making betterments, improvements and additions to its plant and distributing system from December 2nd, 1912, to October 31st, 1917, including extension of mains in progress on said date, the estimated cost of which is \$400.00, and

WHEREAS, The application having come on to be heard on November 27th, 1917, after due notice published in accordance with this Commission's Order No. 3942, dated November 19th, 1917, and it being the opinion and finding of the Commission after hearing that the use of the capital to be secured by said issue and sale of bonds is reasonably required for the purposes of the said corporation, to wit: the discharge or lawful refunding of its obligations and the construction, completion, extension and improvement of its plant and distributing system,

IT IS, THEREFORE, This 4th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the issue and sale at par by The Roland Park Water Company of its first mortgage 25-year gold bonds bearing interest at the rate of 5% per annum to the amount of \$5,000.00 for the purposes in said application set forth be and the same is hereby authorized and approved.

2. That said The Roland Park Water Company shall make reports, duly verified by affidavits, to this Commission as follows:

(a) Upon the issue and sale of its bonds, authorized and approved as aforesaid, or any part thereof, the fact of such sale or sales, the terms and conditions thereof, and the amount realized therefrom.

(b) At the termination of each and every period of six months from the date of this order, the disposition and use made of the proceeds of said bonds, and the facts and circumstances as to the property acquired and the construction, completion, extension and improvement of its facilities.

ORDER No. 3986.

In the Matter of	}	Before the
THE CHESAPEAKE AND POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY, Investiga- tion of Rates, Charges, Property and Af- fairs.		Public Service Commission of Maryland.
		Case No. 690.

The application of the respondent company for a postponement of proposed hearings in the above matter for the purpose of ascertaining what, if any, readjustment of its rates, charges and practices should be made, having been duly received, and this Commission, by its order No. 3949 of November 20, 1917, having directed that such application be set for public hearing on December 5, 1917, and that copies of said Order be sent to all the newspapers published in the State of Maryland with the request of the Commission that proper publicity be given of the objects and date of such hearing; and it appearing that copies of said order together with copies of the application of the respondent for such postponement and of the report of People's Counsel thereon, were in fact sent to all the newspapers published in the State with the request aforesaid, as well as to the proper officers and representatives of the Protective Telephone Association of Baltimore City; and it further appearing that much publicity was given to such order through the public press;

AND WHEREAS, At the public hearing held on December 5th, 1917, pursuant to said Order No. 3949, representatives of the respondent company and of said Protective Telephone Association of Baltimore City and certain civic associations were present, together with other individual members of the general public, and were duly heard;

AND WHEREAS, It was shown conclusively at such hearing both by evidence adduced by the respondent company and by the concurrence of those present at such hearing that owing to the World War now in progress and to abnormal conditions resulting therefrom, the present is not a propitious or suitable time for this Commission to determine what, if any, general readjustment of the rates, charges and practices of the respondent company in the State of Maryland should be made;

IT IS THEREUPON, This 6th day of December, 1917, by the Public Service Commission of Maryland,

Ordered, That hearings upon any proposed general readjustment of the rates, charges and practices of The Chesapeake & Potomac Telephone Company of Baltimore City be postponed until such time as in the judgment of this Commission business conditions affecting said Company and the people of the State of Maryland are so stabilized or adjusted as to justify the further prosecution of such inquiry, or, in the alternative, until it shall be made to appear that the public convenience and necessity for such general readjustment reasonably demand the further prosecution of such in-

quiry despite the unsettled conditions resulting from the World War now in progress, and until the further order of this Commission in the premises so deciding; provided, however, that nothing contained in this order shall be taken as in any way precluding this Commission from inquiring into and passing upon specific complaints, made heretofore or hereafter from time to time of its own motion or by the respondent company or members of the general public, of individual or particular rates, charges or practices, on the ground that they are discriminatory or otherwise unreasonable or unjust, so long as such specific complaints do not involve an inquiry into the general readjustment of the rates, charges and practices of the respondent company, and may properly and reasonably be passed upon under conditions existing at the time such complaint or complaints may come to be heard;

AND IT IS FURTHER **Ordered**, That copies of this order be transmitted by the Secretary to the respondent company and to the proper representatives of the Protective Telephone Association of Baltimore City, and that due publicity be given the same.

ORDER No. 3987.

In the Matter of
The Complaint of HEINEKEN REDUCTION
COMPANY

vs.

CANTON RAILROAD COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1393.

Hearings in the above cause having been concluded on the date hereof and an oral opinion having been rendered by the Commission, through its Chairman, wherein the conclusion was reached that the respondent should be required to maintain the tracks of its line of railway between the sewerage disposal plant of the City of Baltimore and Eastern Avenue, Baltimore County, Maryland, conditioned upon certain guarantees as to traffic, rates and rights-of-way upon the part of the complainant and the City of Baltimore,

IT IS, THEREFORE, This 7th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the respondent, the Canton Railroad Company, be and it is hereby directed and required to maintain the tracks of its line of railway between the sewerage disposal plant of the City of Baltimore and Eastern Avenue, Baltimore County, Maryland,

PROVIDED, 1. That the complainant, said Heineken Reduction Company, shall guarantee to furnish and deliver to the respondent, the said Canton

Railroad Company, for transportation by said railroad company not less than 7500 tons of outbound freight per year, said freight to be charged for at rate of 50 cents per net ton for the transportation of said freight over the line of railroad of the respondent company.

2. That the City of Baltimore shall pay the sum of \$200.00 per annum to William Schluderberg and wife to cover right-of-way granted by said William Schluderberg and wife to the Canton Railroad Company in consideration of the payment of such annual sum.

3. That the City of Baltimore shall furnish without charge to the respondent right-of-way for the tracks of said respondent so far as same are laid on property of the City of Baltimore.

4. That all inbound freight shall be charged for at rates lawfully filed with this Commission.

It Is FURTHER **Ordered**, 1. That unless the Heineken Reduction Company and the City of Baltimore notify this Commission in writing of their acceptance of this Order and the terms and conditions thereof not later than December 14th, 1917, the Canton Railroad Company may proceed with the removal of its rails, ties and other property between the points hereinbefore mentioned.

2. That the Canton Railroad Company shall notify this Commission in writing on or before December 14th, 1917, whether it will abide by and obey this Order.

ORDER No. 3990.

In the Matter of

The Complaint of THE PUBLIC SERVICE
COMMISSION OF MARYLAND

against

The COMMISSIONERS OF THURMONT, a Municipal Corporation Engaged in the Business of Manufacturing and Supplying Electricity for Other Than Municipal Purposes, With Respect to the Fairness and Reasonableness of Its Rates and Charges.

Before the

Public Service Commission
of Maryland.

Case No. 1444.

Albert G. Towers, E. Clay Timanus and John M. Reifsnider, members of the Public Service Commission of Maryland, by W. Cabell Bruce, their General Counsel, complaining against the Commissioners of Thurmont, a municipal corporation, duly incorporated under the Laws of the State of Maryland, and engaged in the business of manufacturing and supplying electricity for other than municipal purposes, within the meaning of Sec-

tion 1½ of the Public Service Commission Law of Maryland, within the State of Maryland, say:

1. That the rates and charges charged and collected by said municipal corporation for its service are unjust and unreasonable.

2. That said rates and charges are unlawfully discriminating.

3. That the tariff schedule, or schedules, or pretended tariff schedule or schedules, heretofore filed by said municipal corporation with the Public Service Commission of Maryland is defective and inadequate.

4. That said rates and charges and the rules and regulations accompanying the same are repugnant to the uniform system of rules and regulations prescribed for the government of electric light companies throughout the State of Maryland by the Public Service Commission of Maryland.

WHEREFORE, It is this seventh day of December, in the year 1917, by the Public Service Commission of Maryland,

Ordered, That a copy of this complaint and order be forwarded to the said Commissioners of Thurmont, and that the matters complained of be satisfied by said municipal corporation, or that the charges therein be answered in writing by said municipal corporation within ten (10) days of the service of this complaint and order.

ORDER No. 3991.

In the Matter of
The Complaint of PRESIDENT AND COMMISSIONERS OF PORT DEPOSIT
vs.
PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY.

Before the
Public Service Commission
of Maryland.
Case No. 1424.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had, and the Commission being of the opinion and finding that it would not, in view of all the facts and circumstances as presented, be in the interest of the public service to order the restoration of the passenger train service as prayed for by complainants,

It is, THEREFORE, This 10th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the complaint in the above entitled matter be, and the same is hereby dismissed.

ORDER No. 3992.

In the Matter of

The Application of THE LUSBY AUTOMOBILE COMPANY for an Order Permitting and Approving the Abandonment and Discontinuance of Its Bus Service Between Chestertown and Tolchester, Maryland, During the Winter Months.

Before the
Public Service Commission
of Maryland.

Upon consideration of the above entitled matter the Commission being of the opinion and finding that the operation of the motor bus service between Chestertown and Tolchester during the winter months is not necessary or convenient for the public service,

IT IS, THEREFORE, This 11th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the applicant, The Lusby Automobile Company be, and it is hereby, authorized to discontinue the operation of the motor bus service between Chestertown and Tolchester, Maryland, during the winter months, the date of discontinuance to be not earlier than December 24th, 1917.

ORDER No. 3994.

In the Matter of

The Complaint of SUDBROOK PARK IMPROVEMENT ASSOCIATION

vs.

SUDBROOK DEVELOPMENT COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1394.

Hearings in the above cause having been concluded on the date hereof and an oral opinion having been rendered by the Commission, through its Chairman, wherein the conclusion was reached that the respondent should be required to adopt and put into operation the recommendations made by the Chief Engineer of the Commission in his Report No. 1059 filed herein on October 2nd, 1917 (File 24½),

IT IS, THEREFORE, This 14th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the respondent, the Sudbrook Development Company, be and it is hereby directed and required to adopt and put into operation the recommendations made by the Chief Engineer of the Commission in his Report No. 1059 hereinbefore referred to,

PROVIDED, That said company shall first, within thirty (30) days of the date hereof, submit to the Commission for its approval plans designed to effect the changes and improvements embodied in Report No. 1059 of the Chief Engineer of the Commission, and after the Commission's approval of the plans aforesaid the respondent shall forthwith proceed with the construction as laid down in said plans.

ORDER No. 3995.

In the Matter of	Before the
The Application of TOWSON AND CEDARCROFT BUS COMPANY for Permission to Discon- tinue Its Service Between Hereford and Parkton, Maryland.	Public Service Commission of Maryland. Case No. 1442.

This case coming on to be heard in accordance with Order No. 3985 of the Commission entered December 5th, 1917, and no protests against the granting of the application having been made, and the Commission being of the opinion and finding after hearing that the operation by the applicant of its motor bus transportation line between Hereford and Parkton, Maryland, is no longer reasonably necessary or convenient for the public service, in view of the fact that said line is operated at a considerable loss to the applicant,

IT IS, THEREFORE, This 14th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the abandonment and discontinuance of the motor bus transportation line of the applicant, said The Towson and Cedarcroft Bus Company, between Hereford and Parkton, Maryland, be and it is hereby permitted and approved, effective on and after the date hereof.

ORDER No. 4000.

In the Matter of

The Petition of the Carriers Named in the Official Classification, by R. N. COLLYER, Their Agent, for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplement No. 19 to Official Classification No. 43, P. S. C. Md. O. C. No. 43, and Supplement No. 20 to Official Classification No. 44, P. S. C. Md. O. C. No. 44.

Before the
Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 479.

The above mentioned petition having been received and filed, upon consideration thereof, it is this 17th day of December, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, the carriers named in the Official Classification, by R. N. Collyer, their Agent, to file and publish on one day's notice to the Commission and the public, Supplement No. 19 to Official Classification No. 43, P. S. C. Md. O. C. No. 43, canceling Supplement No. 18 and item 4 page 6 of Supplement No. 14 to P. S. C. Md. O. C. No. 43 completing the cancelation of all items in the original issue and referring to Supplement No. 20 to P. S. C. Md. O. C. No. 44 for regulations to take the place thereof, and Supplement No. 20 to Official Classification No. 44, P. S. C. Md. O. C. No. 44, canceling Supplement No. 18 to P. S. C. Md. O. C. No. 44, item 4, page 6 of Supplement No. 14 to P. S. C. Md. O. C. No. 43 and items 1 to 12 inclusive page 220, items 1 to 10 inclusive page 221, items 1 to 18 inclusive page 222, items 1 to 3 inclusive page 223 covering Live Stock in Classification No 44; and item 4, page 225 under the heading of "Live Wild Animals" in Classification No. 44 to exclude application of this item to buffaloes to be otherwise specifically provided for in the Live Stock description, establishing in lieu thereof in one schedule all of the descriptions, ratings, minimum weights, rules and regulations for Live Stock, making same conform to the finding in report 47 I. C. C., pages 335 to 346 inclusive in decision of Interstate Commerce Commission, Investigation and Suspension Docket No. 956, Live Stock Classification, decided November 28, 1917,

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 4000 of date December 17th, 1917."

ORDER No. 4001.

In the Matter of	}	Before the
The Investigation of the Regulations, Practices, Equipment, Appliances and Services of THE UNITED RAILWAYS AND ELECTRIC COMPANY OF BALTIMORE.		Public Service Commission of Maryland.
		Case No. 1123.

WHEREAS, The United Railways and Electric Company of Baltimore has petitioned this Commission to suspend the enforcement of Sections 9, 10 and 14 of the rules to be observed by said United Railways and Electric Company of Baltimore in respect to the transportation of persons, freight and property within the State of Maryland as established by this Commission's Order No. 2890 on the 29th day of May, 1916, as amended and modified by Order No. 2906 entered on the 13th day of June, 1916, during the Christmas Holidays, and it appearing to the Commission after due consideration that the enforcement of the sections of the rules aforesaid is impracticable during the season in question, for the reasons assigned in said petition,

IT IS, THEREFORE, This 20th day of December, in the year nineteen hundred and seventeen, by the Public Service Commission of Maryland,

Ordered, That Sections 9, 10 and 14 of the rules to be observed by the said United Railways and Electric Company of Baltimore in respect to the transportation of persons, freight and property within the State of Maryland as established by this Commission's Order No. 2890 entered on the 29th day of May, 1916, as amended and modified by Order No. 2906 entered on the 13th day of June, 1916, be, and are hereby suspended from and after the date hereof, until and including January 1st, 1918, unless otherwise ordered by this Commission.

FURTHER Ordered, That on and after January 2nd, 1918, Sections 9, 10 and 14 of the rules aforesaid shall again become effective and be enforced by the said United Railways and Electric Company of Baltimore as though this order had never been passed.

ORDER No. 4002.

In the Matter of

The Application of THE UNITED RAILWAYS
AND ELECTRIC COMPANY OF BALTIMORE for
an Order Permitting and Approving the
Removal of Eleven Hundred Feet, More
or Less, of Its Track at Curtis Bay Now
Located and Constructed on Birch Street
From the East Side of Refinery Street
Westwardly to the Cross-over Switches on
Curtis Avenue Between Said Birch Street
and Blossom Street.

Before the

Public Service Commission
of Maryland.

Case No. 1447.

This case coming on to be heard after due notice published in compliance with Order No. 3998 of this Commission, passed December 17th, 1917, and no protest thereto having been made, and the Commission having determined after hearing that the track or tracks of the Baltimore and Curtis Bay Railway Company of which the petitioner, The United Railways and Electric Company of Baltimore, is the successor, at Curtis Bay now located and constructed on Birch Street from the east side of Refinery Street westwardly to the cross-over switches on Curtis Avenue, between said Birch Street and Blossom Street, a distance of eleven hundred feet, more or less, as mentioned in the petition of The United Railways and Electric Company of Baltimore, and as shown in red on blueprint attached to said petition, is no longer necessary or convenient for the public service.

IT IS, THEREFORE, This 21st day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Commission are hereby given to the removal of the track or tracks of the Baltimore and Curtis Bay Railway Company, of which the petitioner, The United Railways and Electric Company of Baltimore, is the successor, at Curtis Bay now located and constructed on Birch Street from the east side of Refinery Street westwardly to the cross-over switches on Curtis Avenue between said Birch Street and Blossom Street, a distance of eleven hundred feet, more or less, as mentioned in the petition of The United Railways and Electric Company of Baltimore, and as shown in red on the blueprint attached to said petition.

ORDER No. 4003.

In the Matter of	}	Before the
The Application of THE HAGERSTOWN AND FREDERICK RAILWAY COMPANY for Author- ity to Issue \$128,000.00 Par Value of Its First and Refunding Bonds.		Public Service Commission of Maryland. Case No. 1448.

The petition in the above entitled case having come on to be heard, after due notice published in compliance with Order No. 2999 of the Commission, passed on December 17, 1917, and having been duly considered, it is, this 21st day of December, 1917, by the Public Service Commission of Maryland,

Ordered, That the applicant, The Hagerstown and Frederick Railway Company, be and it is hereby authorized to issue and deliver not exceeding \$128,000, face amount, of its First and Refunding Mortgage Thirty-Year Sinking Fund Gold Bonds, Six Per Cent. Series, and to use the same for collateral purposes as mentioned in said petition, and with the further right to the said Company to sell and dispose of the said bonds, or any part thereof, at any time, at not less than 95% of the face value of the same; the proceeds to be applied as in said petition set forth, the Commission having determined that the use of the capital to be secured by the issue of said bonds is reasonably required for the purposes of said Company, to wit, the lawful discharge and refunding of its obligations.

It Is FURTHER **Ordered,** That The Hagerstown and Frederick Railway Company report to this Commission the fact of the issuance and delivery of said bonds, and if the same are sold, the amount thereof so sold and the price obtained therefor.

ORDER No. 4004.

In the Matter of	}	Before the
The Application of THE PHILADELPHIA, BAL- TIMORE AND WASHINGTON RAILROAD COM- PANY and THE PENNSYLVANIA RAILROAD COMPANY for an Order Permitting and Approving the Lease of the Railroad, Franchises and Property of the Former to the Latter for the Term of Nine Hundred and Ninety-nine Years From January 1st, 1918.		Public Service Commission of Maryland. Case No. 1446.

The petition and application of The Philadelphia, Baltimore and Washington Railroad Company, a corporation of the States of Maryland, Dela-

ware and Pennsylvania, and of The Pennsylvania Railroad Company, a corporation of the State of Pennsylvania, filed with the Commission on the 15th day of December, 1917, together with Exhibits A, B, C, D, E and F, praying for an order of the Commission approving the lease by the said The Philadelphia, Baltimore and Washington Railroad Company of its railroad, property and franchises therein described and mentioned, to the said The Pennsylvania Railroad Company upon the terms and conditions therein specifically set out for the term of nine hundred and ninety-nine (999) years beginning January 1st, 1918, coming on to be heard in accordance with the Order of the Commission setting the same for hearing, being Order No. 3997; and it appearing to the Commission on the hearing that publication was made of said Order in compliance with its terms; and that the said railroad corporations are authorized by Section 284 of Article 23 of the Code of Public General Laws of Maryland to enter into and to make the said lease the one to the other, and that the said railroad companies, in the making and in the execution of said lease have complied with the provisions of said Section 284 of Article 23 of the Code of Public General Laws of Maryland; and it further appearing to the Commission from the aforesaid petition and application, which is supported by the affidavits of the executive officers of the respective railroad companies, and from the evidence on the hearing, that the aforesaid lease between the said railroad companies, dated the 13th day of December, 1917, a certified copy of which is filed with the petition and application in this case marked "Exhibit A," for and of which the permission and approval of the Commission is prayed in said petition and application, is proper and convenient for the public service;

IT IS, THEREFORE, This 21st day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the approval and permission of the Public Service Commission of Maryland are hereby given to the lease by The Philadelphia, Baltimore and Washington Railroad Company of its railroad, property and franchises, mentioned and described in the lease dated December 13, 1917, a certified copy of which is filed in these proceedings, marked "Exhibit A," to The Pennsylvania Railroad Company, for the term of nine hundred and ninety-nine (999) years beginning January 1st, 1918, upon the terms, conditions and stipulations in the said lease set out.

ORDER No. 4008.

In the Matter of

The Petition of THE BALTIMORE AND OHIO RAILROAD COMPANY, CUMBERLAND VALLEY RAILROAD COMPANY, NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY, THE PENNSYLVANIA RAILROAD COMPANY and WESTERN MARYLAND RAILWAY COMPANY for Permission Under Section 15 of the Public Service Commission Law to File and Publish on Less Than Statutory Notice Supplements to Petitioners' Passenger Fare Schedules to Withdraw and Cancel the Present Arrangements for the Movement of All Classes of Private and Other Special Passenger Cars of Any Type Whatsoever, Except Federal or State Government Cars, and to Discontinue the Practice of Furnishing or Hauling Special or Private Passenger Cars.

Before the

Public Service Commission
of Maryland.

S. N. & R. Docket.

Case No. 480.

The above mentioned petition having been received and filed upon consideration thereof, it is this 24th day of December, 1917, by the Public Service Commission of Maryland,

Ordered, That permission be, and is hereby given, The Baltimore and Ohio Railroad Company, Cumberland Valley Railroad Company, New York. Philadelphia and Norfolk Railroad Company, The Pennsylvania Railroad Company and Western Maryland Railway Company to file and publish on one day's notice to the Commission and the public, supplements to petitioners' passenger fare schedules to withdraw and cancel the present arrangements for the movement of all classes of private and other special passenger cars of any type whatsoever, except Federal or State Government cars, and to discontinue the practice of furnishing or hauling special or private passenger cars.

PROVIDED, Said supplements be filed with the Commission upon issuance of this Order, and published by posting as required by law, and that all copies of said supplements shall bear the following notation:

"Issued under special permission of the Public Service Commission of Maryland, Order No. 4008 of date December 24th, 1917."

ORDER No. 4009.

<p>In the Matter of</p> <p>The Complaint of IDA J. FRANCE</p> <p>vs.</p> <p>BALTIMORE COUNTY WATER AND ELECTRIC COMPANY.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1425.</p>
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WHEREAS, It appears from a letter filed herein on the date hereof signed by W. Lentz, attorney for Ida J. France, and J. Gordon MacDonald, Secretary and Treasurer of the Defendant Company, that an agreement has been reached satisfactory to both parties, and

WHEREAS, In view of the foregoing statement both parties ask that the case be entered as settled,

IT IS, THEREFORE, On this twenty-fourth day of December, 1917, by the Public Service Commission of Maryland,

Ordered, That the above entitled matter be, and it is hereby, dismissed.

ORDER No. 4017.

<p>In the Matter of</p> <p>The Application of WESTERN MARYLAND RAILWAY COMPANY for Authority to Guar- antee a Mortgage From Western Mary- land Railroad Terminal Company to Met- ropolitan Life Insurance Company of New York.</p>	}	<p>Before the</p> <p>Public Service Commission of Maryland.</p> <p>Case No. 1450.</p>
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WHEREAS, Western Maryland Railway Company has applied to this Commission for authority to execute a guarantee of the principal and interest of a mortgage on certain property at Port Covington, Baltimore, Maryland, for Five Hundred Thousand Dollars (\$500,000), from Western Maryland Railroad Terminal Company to the Metropolitan Life Insurance Company of New York, such mortgage to run for five years, bear six and one-fourth percent. interest and the proceeds thereof to be used to refund an existing mortgage of the same amount on the same lots and bearing the same guarantee; and

WHEREAS, This application coming on to be heard after due notice published in compliance with Order No. 4007, of this Commission, passed De-

cember 21, 1917, and the Commission being of opinion and finding after hearing, that the capital to be secured by the execution of said mortgage and guarantee is reasonably required for the purposes of Western Maryland Railway Company, to-wit, the maintenance of its facilities and service, and the discharge or lawful refunding of its obligations;

It Is, THEREFORE, This 27th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That the execution of said mortgage and the guarantee of the principal and interest thereof be and the same is hereby authorized and approved.

It Is FURTHER **Ordered**, That Western Maryland Railway Company file in this proceeding a copy of the mortgage and guarantee as executed and report to this Commission under oath the disposition of the proceeds of said mortgage and guarantee.

ORDER No. 4018.

In the Matter of

The Application of THE MARYLAND UTILITIES COMPANY for Authority to Issue \$75,000.00 Face Amount of Its Bonds and \$40,000.00 Par Value of Its Stock for the Acquisition of the Property and Assets, Including the Good Will and Franchises of the Crisfield Ice Manufacturing Company of Somerset County In So Far as the Same Refers to the Electrical Branch of Said Company and the Real Estate and Buildings of Said Company and of the Latter Company to Transfer the Same and of The Maryland Utilities Company to Exercise a Franchise Granted by Ordinance of the Mayor and Council of Crisfield to the Crisfield Ice Manufacturing Company of Somerset County and by Said Company Assigned to The Maryland Utilities Company.

Before the
Public Service Commission
of Maryland.
Case No. 1415.

WHEREAS, The Crisfield Ice Manufacturing Company of Somerset County and The Maryland Utilities Company, both corporations having been incorporated under the laws of the State of Maryland, have applied for the permission and approval of the Commission to the conveyance and transfer by the former, and the acceptance by the latter of all the real estate,

buildings, machinery, property, assets, equipment and system for distributing electricity for light, heat and power and for manufacturing ice, together with the franchises and good will of the Crisfield Ice Manufacturing Company of Somerset County now belonging to the said Crisfield Ice Manufacturing Company of Somerset County, and for the issuance by The Maryland Utilities Company of four hundred (400) shares of its capital stock of the par value of One Hundred Dollars (\$100.00) per share and Seventy-five Thousand Dollars (\$75,000.00) of its First Mortgage Six Per Cent Gold Coupon Bonds, face amount: said bonds being part of a total authorized issue of Five Hundred Thousand Dollars (\$500,000.00) to be secured by a first mortgage on the property, assets and franchises of said The Maryland Utilities Company, and said stock and bonds to be issued to a certain Albert Emanuel, or to any person designated by him, per terms set forth in the application in this case, and the exercise by The Maryland Utilities Company of a franchise granted by the Mayor and Council of Crisfield, State of Maryland, and the franchise granted by the Articles of Incorporation of The Maryland Utilities Company; and

WHEREAS, This case coming on to be heard, after due notice published in compliance with an order of this Commission passed on the 5th day of October, 1917, and no protest having been made, and the Commission having determined, after hearing, that the proposed transfer and the exercise of the franchise are convenient for the public service and that the use of the capital to be secured by the issue of four hundred (400) shares of the capital stock of The Maryland Utilities Company of the par value of One Hundred Dollars (\$100.00) per share, and Seventy-five Thousand Dollars (\$75,000.00) of its First Mortgage Six Per Cent Gold Coupon Bonds, part of an authorized issue of Five Hundred Thousand Dollars (\$500,000.00), face amount, of bonds is reasonably required for the purposes of said corporation,

IT IS, THEREFORE, This 27th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, 1. That the permission and approval of the Commission be, and are hereby given, to the transfer and conveyance by the Crisfield Ice Manufacturing Company of Somerset County, and the acceptance by The Maryland Utilities Company of all the real estate, buildings, machinery, property, assets, equipment and system for distributing electricity for light, heat and power and for manufacturing ice, together with the franchise and good will now belonging to the Crisfield Ice Manufacturing Company of Somerset County, upon the terms and conditions set forth in the application herein:

2. That the issue and delivery by the said The Maryland Utilities Company of four hundred (400) shares of its capital stock, of the aggregate par value of Forty Thousand Dollars (\$40,000.00), and Seventy-five Thousand Dollars (\$75,000.00) of its First Mortgage Six Per Cent Gold Coupon Bonds, bearing date November 1st, 1917, payable twenty-two years after date, for the acquisition of the property mentioned in the application in

this case, to Albert Emanuel, or to any person designated by him, in payment therefor, as in said application prayed, be and the same is hereby authorized and approved;

3. That the said The Maryland Utilities Company be and it is hereby authorized to execute and deliver a mortgage or deed of trust upon all its property, assets and franchises to secure the payment of the principal and interest of an authorized issue of Five Hundred Thousand Dollars (\$500,000.00) First Mortgage Six Per Cent Gold Coupon Bonds, of which issue the said Seventy-five Thousand Dollars (\$75,000.00) bonds to be delivered to Albert Emanuel or to any person designated by him shall be a part, copy of said mortgage, when executed, to be filed with the Commission by said The Maryland Utilities Company.

4. That the exercise by The Maryland Utilities Company of the franchise granted by the certificate of incorporation filed with the application in this case, marked "Applicant's Exhibit No. 3," be and the same hereby is permitted and approved;

5. That the exercise by The Maryland Utilities Company of the rights and privileges under the franchise granted by ordinance of the Mayor and Council of the City of Crisfield, State of Maryland, copy of which is filed with the application in this case, marked "Applicant's Exhibit No. 10," be and the same hereby is permitted and approved.

6. That said Crisfield Ice Manufacturing Company of Somerset County and said The Maryland Utilities Company shall make joint report to this Commission upon the consummation of the transfer and conveyance of the property, assets and franchises of the former to the latter, and upon the execution and delivery by said The Maryland Utilities Company of the mortgage or deed of trust of said company hereinbefore authorized, and upon the issuance of the stocks and bonds of said company hereinbefore authorized and approved.

ORDER No. 4019.

In the Matter of
The Complaint of CHEWSVILLE FLOUR MILLS,
INC., ET AL.,

vs.

WESTERN MARYLAND RAILWAY COMPANY.

Before the
Public Service Commission
of Maryland.

Case No. 1443.

This case being at issue upon complaint and answer on file, and having been duly heard and submitted by the parties and full investigation of the matters and things involved having been had, and the Commission being of

the opinion and finding that in order that the respondent, Western Maryland Railway Company, shall furnish safe and adequate service it is necessary and proper that said respondent maintain an agency station at Chewsville, Maryland,

It Is, THEREFORE, This 27th day of December, in the year Nineteen Hundred and Seventeen, by the Public Service Commission of Maryland,

Ordered, That Western Maryland Railway Company be and it is hereby directed and required to establish and maintain an agency station at Chewsville, Maryland, for the receipt and delivery of freight and other property and for the sale of passenger tickets, said agency to be established not later than January 15th, 1918, and to thereafter continue the same until further order of this Commission.

FURTHER Ordered, That a copy of this order be forthwith served upon the proper official of the respondent company and that said company notify the Commission within ten days of the date of service of such copy whether it will abide by and obey the same.

APPENDIX III

OPINIONS FILED BY COUNSEL TO COMMISSION

(290)

In the Matter of

The Request of the MT. LAKE WATER &
LIGHT COMPANY for an Opinion.

January 23, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 4th inst. accompanied by copy of a letter dated the 3rd inst. from Mr. W. E. Walsh, of the Mt. Lake Water & Light Company, to you, stating that a Mr. Edward R. O'Donnell asks the receivers of the Water & Light Company to allow him the privilege of tapping its mains and using water therefrom for farm purposes free of charge in consideration of his conferring upon the Company a right of way across certain land owned by him.

Such an agreement if entered into now would be illegal and void because in conflict with the provisions of the Public Service Commission Law, Ch. 180 of the Acts of 1910, forbidding any water company to charge, demand, collect or receive a greater or less or different compensation for its service than the rates specified in its schedule filed and in effect at the time; (Secs. 16 and 42) and such an agreement would be illegal and void even if it had been entered into prior to the enactment of Ch. 180 of the Acts of 1910.

Contracts when entered into even between individuals are subject to the police powers of the State whenever such contracts relate to matters which are or may be subject to the exercise of such powers. (Yeatman vs. P. S. C. of Md., 126 Md. 513.)

Truly yours,

W. CABELL BRUCE,

General Counsel.

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In the Matter of	}	January 23, 1917.
The Proposed Schedule of Changes of the ROLAND PARK WATER COMPANY.		

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 17th inst. accompanied by copy of a letter dated the 16th inst. from Mr. Harper, our Rate Clerk, to Mr. Fendall, our Secretary, in relation to proposed changes which the Roland Park Water Company desires to make in its schedule. The observations of Mr. Harper on these changes meet with my approval.

Provided the Company pursues the requirements of the Public Service Commission Law with relation to schedule changes as pointed out by Mr. Harper in his letter, there is no reason why it should not allow a special rate to wholesale consumers, provided that this rate is allowed equally and impartially to all persons in the wholesale class, Opinion No. 131 of General Counsel to Commission, in the matter of James H. Preston, Mayor, vs. Con. Gas E. L. & P. Co., P. S. C. Reports, Vol. IV, 539.

Nor, as I am at present advised, can I see any reason why the Roland Park Company should not make a special charge for fire hydrants subject, of course, to the same principle of class equality.

I concur with Mr. Harper in thinking that the Company has no power to allow special rates to educational or religious institutions or to public utilities.

Truly yours,

W. CABELL BRUCE,

General Counsel.

(292)

In the Matter of	}	January 23, 1917.
A Grade Crossing Suggested by MR. WIL- LIAM J. GROVE.		

Public Service Commission of Maryland:

Gentlemen:

- I have received your letter of the 17th inst. accompanied by copy of a letter dated the 16th inst. from Mr. Wm. J. Grove, of Lime Kiln, Maryland, to you with respect to a crossing on the Washington County Branch of the B. & O. Railroad Company at Breatheds Station.

The public road which passes over the railroad at this crossing is about to be improved under a State-aid road contract and the idea of Mr. Grove is that it would be promotive of the public safety to require this road and another public road, which now crosses the railroad tracks at grade about 100 feet away from the road first mentioned, to pass under the railroad tracks by means of a single tunnel.

I have always held that the Commission should insist that even under the existing provisions of the Public Service Commission Law it has the power to compel railroad companies to abolish grade crossings and to establish overgrade or undergrade crossings whenever the public security renders the change necessary, but it seems to me that comity requires that no steps should be taken in this case pursuant to the suggestions of Mr. Grove, except after the fullest conference between the Public Service Commission and the public authorities engaged in the improvement of this road first mentioned above.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(293)

In the Matter of

The Violations of the Motor Vehicle Laws
Alleged by A. W. WOODCOCK, Attorney.

January 23, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 10th inst. accompanied by a copy of a letter dated the 5th inst. from Mr. A. W. Woodcock, Attorney-at-Law, Salisbury, Md.

Mr. Woodcock, as attorney for the Peninsula Rapid Transit Company, complains that certain persons are operating "for hire" cars on fixed routes.

Curiously enough, I am in receipt of a letter dated the 11th inst. from T. J. Holland of Upper Fairmount, Maryland, complaining that the Peninsula Rapid Transit Company itself has on several occasions deviated from its fixed route for the purpose of taking on passengers and commodities.

In my communication to the Commission of December 12th last, after holding that in my judgment Mr. O. B. Catlin was operating a motor vehicle on a fixed schedule or route between Fruitland and Salisbury, I concluded with the following words:

"I am informed, however, that the Commissioner of Motor Vehicles has reached the conclusion that any person who has paid a license fee for the

purpose of operating a passenger motor vehicle on a fixed route or schedule cannot be lawfully required to pay an additional license fee for holding out his vehicle for hire generally, without regard to time or direction during the intervals between his regular trips on his fixed route or schedule. In view of this conclusion of the Commissioner of Motor Vehicles, it occurs to me that as a matter of administrative comity, you might prefer not to have me inquire into its correctness."

Since writing these words I have never heard anything further from the Commission on the subject with which they dealt.

It is manifest to my mind from the facts stated above that to allow a motor vehicle licensed to run upon a fixed route to engage under the same license in "for hire" operations is likely to result in much ill feeling between the rival owners of motor vehicles and in many evasions or attempted evasions of the law.

It is a very difficult thing, I am sure you realize, to draw anything in the nature of a hard and fast line of demarcation between a motor vehicle engaged in genuinely "for hire" operations and one which assumes that character colorably only for the purpose of really encroaching upon fixed routes.

Chapters 610 and 714 of the Acts of 1916 respectively provide that each and every motor vehicle registered for the public transportation of passengers or merchandise respectively shall operate only on the route or schedule set forth in its application during the year for which its license was issued. Would it not be best to insist that such motor vehicles have no right at all without taking out a "for hire" license to engage in "for hire" operations?

It is provided by Chapters 610 and 714 of the Acts of 1916 above mentioned that every person owning or operating any motor vehicle on a fixed route or schedule in violation of any provisions of those Acts, or in violation of the rules and regulations of the Public Service Commission provided for in those Acts, shall be deemed guilty of a misdemeanor and upon conviction subject to a fine of not less than \$5 nor more than \$50 for the first offense and a fine of not less than \$10 nor more than \$100 for each second or subsequent offense; and by Chapter 687 of the Acts of 1916, page 1591, it is provided that the Commissioner of Motor Vehicles may, after due hearing, suspend or revoke an operator's license for any cause which he may deem sufficient.

These different provisions of law ought, I should say, be sufficient to enable the Peninsula Rapid Transit Company to obtain any redress that it may justly be entitled to in the premises.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(294)

In the Matter of
Complaint of PENINSULA RAPID TRANSIT
COMPANY

against

O. B. CATLIN, Operating a motor vehicle il-
legally.

January 29, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 26th inst., accompanied by a copy of the petition of the Peninsula Rapid Transit Company by Woodcock & Webb, its attorneys, against O. B. Catlin, Salisbury, Md., asking the Commission to forthwith apply to the Circuit Court of Wicomico County for an injunction to restrain Catlin from operating a motor vehicle over a fixed route under a "for hire" license, etc.

By Section 28 of the Public Service Commission law it is provided that whenever the Commission shall be of the opinion that a common carrier (and by Section 1½ of this law "the term carrier" is made to include all persons operating motor vehicles for public use in the conveyance of persons or property within the State) is doing anything contrary to or in violation of law or of any order of the Commission it shall direct the General Counsel to the Commission to commence a proceeding in the name of the Commission for the purpose of having such violation stopped by mandamus or injunction.

This language would seem to be broad enough to cover such a case as that presented by the petition of the Peninsula Rapid Transit Company and if the Commission will direct me to commence such a proceeding in the present case, I will see that this is done forthwith.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(295)

In the Matter of

Complaint of FRANK W. EMORY Against
Condition of Frederick Road Station, P.
B. & W. R. R. Co. and the Service of
Accommodation Trains.

January 29, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 26th inst., accompanied by a copy of a letter dated the 25th inst. from Mr. Frank W. Emory, 327 St. Paul St., Baltimore, Md., to the Commission, alleging certain defaults on the part of the Philadelphia, Baltimore & Washington Railroad Company.

If the Frederick Road Station of this common carrier is as Mr. Emory states it to be, unduly contracted, poorly heated, imperfectly lighted and provided with a wholly inadequate and insanitary toilet for women, it is clearly a proper subject for the jurisdiction of the Commission, which, by the Public Service Commission Law, is given full authority over questions relating to the safety and adequacy of the service of common carriers.

So far as most of the other grievances brought forward by Mr. Emory are concerned, they seem to be limited to a series of transportation mishaps which all occurred on a single occasion when he was in transit from the city to his country home. These grievances, therefore, cannot be said, so far as the complaint of Mr. Emory goes, to be habitual or in consequence of a bad administrative practice or practices on the part of the common carrier, which is subject to the corrective powers of the Commission.

Mr. Emory does, however, make the following general statement as to conditions in connection with trains leaving the Frederick Road Station on the Philadelphia, Baltimore & Washington R. R. Co., which he declares obtained even before the pending work on Wilson Street Tunnel of the Railroad Company was begun: "Outgoing trains (accommodation) are always from eight minutes to one hour late in starting from Frederick Road Station, caused by express trains being run on accommodation schedule time and even after these delays they are sidetracked at Halethorpe to allow two or more express trains to pass (regardless of their conformity to schedule time)." This statement does manifestly imply continuous, habitual conduct on the part of the Railroad Company, resulting in vexatious inconvenience and discomfort, to say nothing more, to the passengers on such accommodation trains, but, unfortunately, the Court of Appeals of Maryland has recently held, in the case of N. C. Ry. Co. vs. Philip D. Laird, et al., 124 Md., 141, that whether accommodation trains should be sidetracked for the benefit of express trains or express trains for the benefit of accommodation trains, is a matter for the reasonable discretion of the

common carrier. This decision, to say the least, renders it very difficult for the Commission to bring the interference of express trains with accommodation trains, of which Mr. Emory complains, to an end.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(296)

In the Matter of

Complaint of MR. ALBERT ROSENBERG, with
Respect to the Surrender Value of Un-
used Trip Coupons on the W. B. & A.
ELECTRIC RAILROAD, Between Baltimore
and Washington.

February 13, 1917.

Public Service Commission of Maryland:

Gentlemen:

I am in receipt of your letter of the 10th inst., relating to the two communications of the 4th and 5th inst., respectively, from Mr. Albert Rosenberg, 1220 W. Lanvale St., to the Commission.

With regard to his first communication, let me say that there is, in my judgment, no reason why a railroad or railway company in this State may not, if it chooses to do so, extend the period of time for which one of its reduced rate tickets is issued, in cases involving illness, war or other similar agencies which prevents a passenger from using the ticket within the time originally contemplated, but the opportunity to obtain such extensions must be open, without discrimination, to all members of the traveling public in substantially the same situation. Moreover, Section 15 of the Public Service Commission Law, touching tariff schedules, provides that the rate schedules prescribed by its terms shall include all privileges or facilities granted or allowed, and all rules and regulations which may in any wise change, affect or determine any part, or the aggregate, of the rates set forth in the schedules, or the value of the service rendered to the passenger.

In regard to the second communication from Mr. Rosenberg, let me say that as the Washington, Baltimore and Annapolis Electric Railroad Company has never filed with the Commission any regulation fixing the surrender value of coupons attached to its sixty-trip ticket between Baltimore and the City of Washington, and has, so far as I know, never adopted any such regulation, I cannot see that Mr. Rosenberg is entitled, from any point of view, to insist upon the redemption by the Railroad Company, at any surrender value price, of the fifty coupons of his sixty-trip ticket which remain unused. He bought and paid for and received a sixty-trip ticket. There

was no contract between him and the Railroad Company as to the redemption of any coupons that might not be used by him because of illness, or other untoward causes. The Railroad Company, I presume, is still prepared to transport him between Baltimore and Washington, or Washington and Baltimore, as often as he surrenders to it one of the unused coupons, unless his right to use the coupons has expired by the efflux of the time prescribed by the contract evidenced by them.

Under these circumstances, I cannot see what power the Commission has to make a contract between him and the Railroad Company, which he and the Railroad Company have never made between themselves.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(297)

February 15, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 14th inst., submitting to me a copy of a letter dated the 13th inst. from Mr. Edgar Allan Poe, to you, in which he asks you whether you have jurisdiction over the Mayor and City Council of Baltimore, in relation to water furnished by it, or capable of being furnished by it, to residents of Westport, in Baltimore County.

As you are doubtless aware, the municipality of Baltimore City has, for some years, supplied water to a considerable number of consumers residing at different suburban points in Baltimore County, beyond the limits of Baltimore City; and that it has the power to do this, under its municipal charter, would seem to be settled by the decision in the case of *Baltimore City vs. Day*, 89 Md., 551, 555.

The point submitted to you by Mr. Poe was, perhaps, suggested by Section 1½ of the Public Service Commission Law, which provides that every municipal corporation of Maryland engaged in the business of manufacturing and supplying, or supplying, gas or electricity, for other than municipal purposes, shall be subject, as other gas and electrical corporations are, to the provisions of the Public Service Commission law; and, by Section 42 of the Public Service Commission law, which declares that all provisions in it, in reference to gas corporations and electric corporations and other public service corporations mentioned in that section, so far as the same, or any of the same, may be practically, legally or necessarily applicable to water companies, shall have full application thereto.

In my judgment, however, the adoptive phraseology of Section 42 refers only to modal, or rather purely administrative regulations or arrangements

which can, without violence of construction, be held to be equally as appropriate to water companies as to gas and electrical corporations. It would be giving an undue scope to this phraseology, I think, to impart to it the effect of subjecting municipal corporations of the State, including the Mayor and City Council of Baltimore, to the jurisdiction and authority of the Commission, in respect of any businesses in which they may engage outside of the ordinary exercise of their municipal functions, except the one business to which the language of Section 1½ is limited; that is to say, "the business of manufacturing and supplying, or supplying gas or electricity for other than municipal purposes." Properly construed, in my opinion, the intent of the Legislature, manifested in Section 1½, to extend the jurisdiction of the Commission to municipal corporations of the State is restricted to this one kind of municipal business.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(298)

In Re

Right of the Proprietor of the HOTEL AR-
LINGTON, Centreville, Md., to Run Auto-
mobile Between His Hotel and the Station
to Meet Prospective Guests.

February 24, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 21st inst., enclosing a copy of a letter, dated February 19th, from J. H. C. Legg, attorney at law of Centreville, Md., to you, which reads as follows:

"The proprietor of the Hotel Arlington here in this city would like to know if any one can prevent him from running a bus to meet the trains for his guests? Mr. Jerry Cahill and Mr. John F. Williamson run a jitney bus line to Easton and to Chestertown, respectively. Mr. Cahill told the proprietor the other day that he had the exclusive right to meet the trains and take passengers to his hotel, that no one else could do so. Is this correct?"

In my judgment, the Proprietor of the Hotel Arlington is not operating a motor vehicle "for public use in the conveyance of passengers or property within this State" within the meaning of Section 1½ of the Public Service

Commission Law, or within the meaning of the other laws of this State relating to motor vehicles used in the public transportation of passengers for hire. So, as far as the facts laid before me disclose, he is operating a motor bus simply as an incident to the management of his hotel. It is not held out by him as available for use by the public generally and is a mere secondary convenience for the portion of the general public which patronizes the hotel.

I reach therefore the conclusion that Mr. Cahill was mistaken when he told the Proprietor of the Hotel Arlington that he had the exclusive right to meet trains stopping at Centreville and to convey passengers alighting from them to that hotel.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(299)

In the Matter of

Complaint of MR. HERBERT SHERIDAN,

against

The TERMINAL WAREHOUSE Co., in the Mat-
ter of Filing Tariffs.

February 28, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 28th inst., relating to a letter dated the 19th inst. from Herbert Sheridan, Traffic Manager of the Baltimore Chamber of Commerce, to the Commission, with respect to storage charges of the Terminal Warehouse Co.

If I did not make clear to Mr. Sheridan, in my letter to the Commission of December 10th last the limited extent to which, in my judgment, the Terminal Warehouse Co. is subject to the jurisdiction of the Commission, I am afraid that I should be unable to do so in another communication covering the same ground.

I then reached the conclusion that the Warehouse Company was subject to the authority of the Commission only with regard to hay, straw and other kindred commodities which it received and delivered at its warehouse as the agent of the Pennsylvania Railroad Company, in its character as the lessee of the Northern Central Railway Company; and that in this relation it was subject to the jurisdiction of the Commission only because in this relation it was not exercising its own primary function as a general

warehouseman, but was exercising, on behalf of the Pennsylvania Railroad Company as the lessee of the Northern Central Railway Company, a function of elevation which is incidental to the transportation of property or freight by a common carrier, subject to the authority of the Commission and therefore directly within the purview of Section 1 of the Public Service Commission Law, which declares that,

"The term 'transportation of property or freight' when used in this Act includes any service in connection with the receiving, delivering, elevation, transfer in transit, ventilation, refrigeration, icing, storage and handling of the property or freight transported."

Apart from some such dependent relationship of agency as the Warehouse Company sustains to the Pennsylvania Railroad Company in the matter of the storage of hay, straw and other kindred commodities, a warehouseman in Maryland is not subject, as to storage, or demurrage charges, or otherwise, to the authority of the Commission.

Commenting further upon the letter of Mr. Sheridan, let me say that the only "current storage tariffs" relating to commodities handled by the Terminal Warehouse Company that should be filed with the Commission are those relating to hay, straw and other kindred commodities, which the Warehouse Company handles as the agent of the Pennsylvania Railroad Company, in its capacity as the lessee of the Northern Central Railway Company. In my opinion, the "storage tariffs" relating to such hay, straw and other kindred commodities should be filed with the Commission by the Pennsylvania Railroad Company as the lessee of the Northern Central Railway Company, and not by the Warehouse Company.

Truly yours,

W. CABELL BRUCE,

General Counsel.

(300)

In the Matter of

Complaint of JOHN FELTER, With Reference
to Station Agent of the W. M. Ry. Co.
Hauling Freight in Connection With His
Duties as Station Agent.

March 8, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 6th inst., accompanied by a copy of a letter dated the 5th inst., from John Felter, of Arlington, Md., to you.

Mr. Felter inquires whether the Railroad Company has the right to employ a man as a Station Agent who is engaged in any other business, or has anything to do with the unloading and hauling of freight. I quote the exact words of the inquiry.

I know of no law depriving a Railroad Company of the right to employ anybody that it pleases as a Station Agent. Whether it is wise or unwise for it to employ as a Station Agent an individual who is engaged in some other business, including that of hauling freight from cars at the station where he serves as Station Agent, is a question solely for its own discretion and determination.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(301)

In the Matter of

The Jurisdiction of the Commission Over a
Proposed Motor Vehicle Line Between
Harford County and Baltimore City, for
the Transportation of Farm Produce
Raised by the Stockholders of Said Pro-
posed Company.

March 20, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 19th inst., submitting to me a copy of a letter dated the 16th inst., from Jacob A. Doxen, attorney at law, of Belair, Maryland, to you, asking you whether a certain corporation which is being formed in Harford County by a few farmers and business men for the purpose of transporting milk and other products of the farm produced by them to Baltimore City is subject to your jurisdiction.

No one but stockholders of the company, Mr. Doxen says, will be allowed to use the motor vehicle which the corporation proposes to operate for its charter purposes. The intent of the company, he further says, is to charge each stockholder a certain freight rate for goods shipped or received by him, through the agency of the motor vehicle mentioned, and at the end of the year to divide among all its stockholders whatever surplus may be left over from the operations of the company, after defraying its operating expenses.

In my judgment, such a corporation as this, when formed, would not be subject to the jurisdiction of the Commission.

The business that is expected to be conducted by it would be a mere private, co-operative venture carried on solely for the mutual benefit of its stockholders. It would not be a common carrier operating a motor vehicle "for *public use* in the conveyance of property within this State" within the meaning of Section 1½ of the Public Service Commission Law; nor would it be the "owner of a motor vehicle to be used in the *public* transportation of merchandise or freight" within the meaning of Chapter 714, of the Acts of 1916, which regulates license fees and the operation of motor vehicles used in the public transportation of merchandise over certain kinds of highways in this State.

Truly yours,

W. CABELL BRUCE,

General Counsel.

(302)

In the Matter of

Attempted Lease Between the SANDY SPRING
RAILWAY Co. and the KENSINGTON RAIL-
WAY Co.

March 21, 1917.

Public Service Commission of Maryland:

Gentlemen:

I received your letter of the 16th inst., in which you ask me various questions arising out of the relations between the Kensington Railway Company and the Sandy Spring Railway Company.

The latter company I find was originally known as the Montgomery Electric Light and Railway Company of Montgomery County, and was, in its inception, authorized by the Legislature to operate an electric railway between the Station of the Capitol Traction Company, at Cherry (sic) Chase Lake, in Montgomery County, and Sandy Springs, via Kensington, Wheaton Post Office and Olney, with such laterals, or branches within Montgomery County as it might deem advantageous to acquire, hold or manage. By Chapter 154, of the Acts of 1906, the name of the Corporation was changed to that of the Sandy Springs Railway Company, and it was authorized to maintain a railroad, propelled by electricity, or such other power as the Board of Directors might determine, from Sandy Springs to Elkridge, or Ellicott City.

In my opinion, the verbal understanding by which the directors of the Sandy Springs Railway Company undertook, on or about May 1, 1908, to lease the property of that Railway Company to the Kensington Railway Company, and by which the directors of the latter company undertook to accept the lease, is entirely incapable of legal enforcement. It was never

reduced to writing, and submitted to the stockholders of the two companies for their approval, as required by Section 284 of Article 23 of the Public General Laws of Maryland, which, in my judgment, is applicable to electric as well as steam railroads. (*Oler vs. B. & R. R. R.*, 41 Md. 583-589.) For the same reason, in my opinion, a lease capable of enforcement cannot be deduced from the resolutions adopted by the respective directors of the two companies on June 25, 1912. The lease contemplated by these resolutions has likewise never been reduced to writing, or approved by the respective stockholders of the two companies.

In reaching the above conclusions, I am not to be taken as saying that a Court of Equity would not protect any official acts heretofore done, or any individual rights heretofore acquired, in good faith, under the verbal agreement of May 1, 1908, above mentioned, or the corporate resolutions of June 25, 1912, above mentioned. All I mean to say is, that in my opinion, the two companies have no power under the laws of this State to continue to sustain the relations of lessor and lessee to each other without reducing the lease by which these relations are attempted to be evidenced to writing, and obtaining the approval of their respective stockholders, as required by Section 284, of Article 23 of the Public General Laws of Maryland, and the approval of the Public Service Commission as well, as required by Section 26 of the Public Service Commission Law. Should the two companies endeavor to do so they could be enjoined from doing so at the instance of the Public Service Commission, pursuant to the provisions of Section 22 of the Public Service Commission Law.

Answering your other questions, let me say that it is not necessary, in my opinion, for the Sandy Springs Railway Company to apply to the Commission for an order approving the exercise of the franchise granted to it by the General Assembly of Maryland. This franchise was conferred upon it, as we have seen, long before the passage of the Public Service Commission Law, and it would seem to have been exercised at least as far back as May 1, 1908, when the two companies entered into the verbal lease of that date. Section 26 of the Public Service Commission Law which requires the approval of the commission before a common carrier exercises any franchise or right has, by its express terms, no application to a franchise lawfully exercised before the passage of the Public Service Commission Law.

I do think, however, that it is necessary for the Sandy Springs Railway Company to obtain an order from the Commission ratifying the issuance of the bonds amounting to \$7,000.00 at par which were delivered to R. H. Phillips to reimburse him for sums expended by him on behalf of the company; or approving the issuance of any part of the residue of the \$50,000.00 of bonds which now remain unissued in the hands of the treasurer of the Railway Company. The \$7,000.00 of bonds just mentioned were not issued by the treasurer of the company until after the passage of the Public Service Commission Law and the residue of bonds just mentioned have, as I have said, not been issued at all. It is true that Section 27 of the Public Service Commission Law declares that its provisions requiring the issue of

bonds by common carriers to be approved by the Commission shall not apply to the lawful issue of bonds before the time when the law became a law, but neither the \$7,000.00 of bonds just mentioned nor the residue of bonds just mentioned fall within this excepted category. At the time of the passage of the Public Service Commission Law on April 5, 1910, they were, to use the ordinary expression, mere treasury bonds; that is to say, bonds in the hands of the Sandy Springs Railway Company, as represented by its treasurer, unissued.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(303)

Opinion as to Whether Truck Operated to
Deliver Milk and Cream to the Creamery
of the MARYLAND ICE CREAM COMPANY
Should Be Considered as a Common Car-
rier.

May 1, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 30th ult., with the accompanying copy of a letter from the Maryland Ice Cream Company, to you, dated the 27th ult.

In my opinion the farmer mentioned in the latter letter cannot, under the circumstances, be justly considered a common carrier.

He owns a truck, is a patron of the Maryland Ice Cream Company and with his truck hauls milk produced on his own farm and also milk produced by his neighbors to the creamery of the Maryland Ice Cream Company: and for the transportation services rendered by him in these particulars the Maryland Ice Cream Company pays him a per diem. Under the arrangement, the Maryland Ice Cream Company pays ten cents per hundred pounds less to the owner of the truck than it would pay for the carriage of the milk if hauled to the creamery by the individual producers.

Under these conditions, the owner of the truck is not, in my judgment, a common carrier. It would seem to be simply hired by the Maryland Ice Cream Company to transport to it from the country the milk, or a part of the milk, which it requires for its creamery business. The fact that he himself is one of the producers of the milk transported is immaterial.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(304)

In the Matter of

The Extent of the Jurisdiction of the PUBLIC SERVICE COMMISSION Over Proposed State Ferry, Between Claiborne and Annapolis.

May 5, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your letter of the 4th inst., which was accompanied by a letter of the same date from Wm. H. Killian, a member of the Conservation Commission of Maryland, to you, asking for certain information with regard to the policy that you would pursue in relation to the proposed State Ferry between Claiborne and Annapolis.

By Chapter 708, of the Acts of 1916, the State Roads Commission was authorized and directed, in their discretion, to provide a suitable steamer, or steamers, to connect the town of Claiborne with the City of Annapolis, or some adjoining suburb; such steamer, or steamers, to have ample deck room for the transportation of passengers and automobiles and other vehicles, and to provide wharf facilities at each terminal, and to make such trips across the Bay as might be justified, and to charge such rates therefore as might be established by the Public Service Commission.

The Public Service Commission, I hardly need say, would have no jurisdiction or authority over the proposed ferry, except such as this Act confers. The ferry would be established and operated by the State Roads Commission, which is an administrative agency of the State of Maryland of equal dignity with the Public Service Commission itself. I see no reason, however, why it was not competent for the Legislature to delegate to the Public Service Commission the function of establishing the rates to be charged for the ferriage; and the power which it has conferred upon the Public Service Commission to do this would, in my judgment, include the power, to use the language of Section 15 of the Public Service Commission Law, to classify passengers, freight or property to be ferried; to fix storage and other incidental charges; to define the privileges or facilities attendant upon the transportation and to prescribe all rules or regulations which might in any wise change or affect or determine any part, or the aggregate, of the ferriage rates, fares and charges, or the value of the service to be rendered to the passenger, shipper or consignee.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(305)

In the Matter of

Queries on the Part of the HARPERS FERRY
ELECTRIC LIGHT & POWER COMPANY, with
Reference to Connecting With Defective
Interior Wiring.

May 5, 1917.

*Public Service Commission of Maryland:***Gentlemen:**

I reply to your letter of the 3rd inst., which was accompanied by a copy of a letter, dated the 2nd inst., from the Harpers Ferry Electric Light and Power Company to you. In the latter letter the Electric Light and Power Company ask you, whether it has the right to refuse to connect up houses or stores or any electric service when the inside wiring is defective, or old and in bad condition. The Company also asks whether it has the right to refuse to connect up new service where it knows the wiring is not right. I quote the exact words in which these several inquiries are made of you.

In my opinion, an affirmative answer should be returned to each of the inquiries. Taking into account the extent to which loss of life and property is occasioned throughout the country by defective electric wiring, it is not only the right, but it is the duty of the Harpers Ferry Electric Light and Power Company to refuse to connect up its service with defective house wiring, old or new.

The letter of the Electric Light and Power Company further asks whether it is liable in any manner for any damage caused by defective house wiring where it has service installed and does not know of the defects. The inquiry involves merely a question of individual prudence which turns upon legal considerations, as to which, it seems to me, it is beyond the proper scope of the obligation of the Commission to give advice to the citizen.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(306)

In Re

Jurisdiction of COMMISSION Over Automobile Trucks Operating Over State Roads.

May 17, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your communication of the 7th inst., which was accompanied by a copy of a letter from F. H. Zouck, Chairman of the State Roads Commission, to you, dated the 7th inst., copy of a letter from Austin F. Shure, Inspecting Engineer of the State Roads Commission, to Mr. Zouck, Chairman, dated the 7th inst., and a copy of a letter from Mr. Zouck, Chairman, to Osborne I. Yellott, attorney-at-law, dated March 23rd, 1917.

The gist of the complaint made by Mr. Zouck is, that the State Roads Commission has imposed certain limitations of carriage weight per inch of tire surface on motor trucks used in the public transportation of merchandise or freight operating over roads under jurisdiction of the State Roads Commission; and that G. E. Biddison, who runs a motor truck line between Baltimore and Belair, is persistently, if not defiantly, disregarding these limitations, and has thereby subjected himself to the authority with which the Public Service Commission is clothed by law, under certain circumstances, to revoke permits granted to the owners of such motor trucks.

By Section 32-Y, of Chapter 501 of the Acts of 1910 (now contained in Section 65, of Article 91 of Bagby's Annotated Code of Maryland), it is provided that it shall be lawful for the State Roads Commission to make and enforce, from time to time, such regulations and orders as it may deem necessary for the preservation of State Roads, and in that connection to regulate the use of the same by traction engines, wagons, sleds, and such other vehicles or conveyances as by such use produce more than an ordinary amount of wear and tear thereon.

It is, as I understand the complaint of Mr. Zouck, pursuant to these provisions that the State Roads Commission has prescribed the limitations of carriage weight per inch of tire surface upon motor trucks which G. E. Biddison is violating.

Under the provisions of Section 4, of Chapter 714, of the Acts of 1916, such a motor truck cannot be lawfully operated upon a State Road until the owner first obtains a permit to operate from the Public Service Commission; and the same Section authorizes the Public Service Commission to make such rules and regulations as it may deem necessary to govern the control and operation of such motor trucks, and to enforce the same by such penalties or forfeiture as it may prescribe, including the revocation of permits. Exercising the authority conferred upon it by this Section, the Public Service Commission by its Order No. 3022, passed on September 14, 1916,

promulgated, among other rules and regulations relating to automobile traffic, rule 22, which reads as follows:

"It shall be unlawful for the operator of any motor vehicle engaged in public transportation to operate the same recklessly, in an unsafe manner, or in disregard of the public general laws governing the operation of motor vehicles in this State. • A persistent or flagrant violation of this rule or of duly prescribed street traffic regulations shall be sufficient ground for an order of the Commission annulling the permit to operate any such motor vehicle in public transportation."

Under the legal conditions above set forth, I am of the opinion that the Public Service Commission has jurisdiction and authority to entertain the complaint of Mr. Zouck, as Chairman of the State Roads Commission, above mentioned.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(307)

In Re

The Jurisdiction of the COMMISSION in the
Matter of Regulating Grade Crossings
Over Railroads.

May 17, 1917.

Public Service Commission of Maryland:

Gentlemen:

I enclose herewith a letter to me, as General Counsel, from J. G. Holden, Esq., Mayor of Hyattsville, dated the 5th inst. The letter asks me to render an opinion as to whether or not the Public Service Commission has full power to abolish, if in their judgment they deem it expedient to do so, a railroad grade crossing.

Since the creation of the Commission I have always advised the Commission to insist that it has the power, under the provisions of the Public Service Commission Law, especially Section 23, to abolish railroad grade crossings; and my opinion in this respect is strengthened by a recent decision of the Court of Appeals in the case of Hyattsville vs. W. W. & G. R. R. Co., 122 Md., 660, 675.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(308)

In the Matter of

The Removal of Grade Crossings, Percentage of Grades to the Bridge Approaches, and the Maintenance of Bridges Over Railroads or Railways in Montgomery County—and the question of conflict between the Board of County Commissioners of Montgomery County and the Public Service Commission.

May 23, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your letter of the 18th inst., which was accompanied by a copy of a letter from Bowie F. Waters, Counsel to the Board of County Commissioners of Montgomery County, to you, dated the 15th inst.; and also a copy of a resolution of the County Commissioners of Montgomery County in relation to bridges and grade crossings over railroad and railway tracks.

Answering the inquiries by Mr. Waters I will say that the Commission has no jurisdiction over bridges which carry public highways over railroad or railway tracks, or the approaches to such bridges, or over grade crossings of railroad or railway tracks on public highways, except so far as the existence or maintenance of such bridges, or bridge approaches, or grade crossings gives rise to conditions prejudicial to the safety or adequacy of the service which is due from railroad or railway companies to the passengers or freight transported by them.

The Commission has no authority to pass any order relating to such bridges, or bridge approaches, or grade crossings for the purpose of rendering them safer or more commodious of use for pedestrians or owners of ordinary roadway vehicles using such bridges, bridge approaches or grade crossings. Its duty is merely to see that railroad and railway companies render safe and adequate service to passengers or property in course of transportation by them.

I can conceive of no case in which the condition of a bridge approach could well have any real bearing upon the safety or adequacy of such service, though I do not mean to say that I may not have overlooked special conditions capable of producing such a possibility; nor can I see how a bridge over-hanging railroad or railway tracks could well affect the safety or adequacy of the service rendered by a railroad or railway company to its patrons, unless in such a state of disrepair or decay, or so slightly elevated above the level of the railroad or railway tracks as to constitute a menace to passengers or property in transit on the cars of the railroad or railway

company, or to the trainmen or cars by which the transportation of these passengers or property is being effected.

In my judgment, the correctness of these conclusions is not at all affected by the provisions of Chapter 109, of the Acts of 1912, relating to the powers of the County Commissioners of Montgomery County over highways and bridges.

Nor, in my judgment, is the jurisdiction of the Commission, in relation to franchises or rights conferred upon any railroad or railway company by any provisions of the railroad law, or any other law, impaired by the provisions of Chapter 109, of the Acts of 1912, conferring additional powers and duties upon the County Commissioners of Montgomery County in granting franchises or rights in relation to highways, avenue, streets, lanes and alleys.

I have always advised the Commission to insist that, under the provisions of the Public Service Commission Law, especially Sec. 23 of that Law empowering it to order changes in tracks, etc., with a view to safety and adequacy of railroad or railway transportation services, it has the right to abolish or modify grade crossings; and the considerations which have induced me to do this have been strengthened by the decision of the Court of Appeals in the recent case of Hyattsville vs. W. W. & G. R. R. Co., 122 Md., 660, 675. This advice has been followed by the Commission in at least one notable instance, that of the former grade crossing at Elkridge.

So far as franchises or rights in the public highways are concerned, it is a matter of very frequent occurrence for the Commission to approve such franchises or rights after they have been granted by Boards of County Commissioners, the Mayor and City Council of Baltimore, or other municipal corporations of the State, and it reserves the right to disapprove in such cases when it deems proper. (Public Service Commission Law, Sec. 26.) In instances of this kind the Commission declines jurisdiction until action has been taken by the local authority, and then, in asserting its jurisdiction, it accords to the conclusions of the local authority the high degree of deference to which it is justly entitled under the circumstances.

I conclude, therefore, that even as respects franchises or rights in the public highways there is no conflict between the authority conferred upon the Board of County Commissioners of Montgomery County by Chapter 109, of the Acts of 1912, or any other law, so far as I am aware, and the authority conferred upon the Public Service Commission by the Public Service Commission Law. The legislation by which the authority of these two bodies is respectively bestowed is *in pari materia*.

Notwithstanding what I have said above, I will assume that Mr. Waters is familiar with the general provisions of the Public Service Commission Law by which the Commission is given general supervision over the manner in which railroad or railway lines are operated, not only with respect to the adequacy, security and accommodation afforded by their service, but also with respect to their compliance with all provisions of law, orders of the Commission and charter requirements, and is authorized to obtain the writ of mandamus or injunction from the courts, or to collect penalties

through their agency, where common carriers fail, or omit, or are about to fail or omit, to do anything required of them by law or by order of the Commission, or are doing anything, or about to do anything, or are permitting anything, or are about to permit anything, to be done contrary to, or in violation of, law or of any order of the Commission. (Sections 20 and 28.) Under these provisions the Board of County Commissioners of Montgomery County could, of course, in any proper case arising in connection with its highways, or franchises, or rights in them, apply to the Public Service Commission for redress, but it is hardly necessary for me to say that no matter how flagrant a violation of a provision of law, or a charter requirement, by a railroad or railway company may be, the Commission has no authority to entertain a complaint with respect to it unless the act complained of is germane to some branch of the special statutory jurisdiction conferred upon it by the Public Service Commission Law.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(309)

In Re

The Failure of the B. & O. R. R. Co. to
Maintain a Watchman at R. R. Crossing
Below Doubs Station, and the right of the
Commission to Require Same to Be Done.

June 18, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your communication of the 13th inst., which was accompanied by a copy of a letter, dated the 12th inst., from D. Princeton Buckey, attorney, stating that he had been instructed by the County Commissioners of Frederick County to call your attention to the fact that the B. & O. R. R. Company has been violating the provisions of Chapter 527, of the Acts of 1908, requiring it to maintain a watchman at the crossing one-fourth of a mile below its station at Doubs, in Frederick County.

The Railroad Company has doubtless ignored the Act in question, because the Act of 1908, Chapter 398, which directed the same company to erect and maintain safety gates with flagmen at two designated crossings of its tracks in Prince Georges County was held by the Court of Appeals to be unconstitutional and void, as being a special law for a case for which provision had been made by an existing general law. (Constitution of Maryland, Art. 3, Sec. 33).

The general law to which the Court referred in this case is Sec. 283, of Article 23 of the Code of Public General Laws of Maryland of 1904, now embodied in Sec. 303, of Art. 23, of Bagby's Annotated Code of Maryland, page 672. The case to which I refer is the case of Prince George County vs. B. & O. R. R. Co., 113 Md., 179, 183.

The General Law to which the Court alluded conferred upon the County Commissioners of the different counties of the State the power to require railroad companies to safe-guard railroad crossings with flagmen, electric alarm bells or safety gates.

Where special concurrent authority exists in some other administrative agency of the State, or in some municipality created by the State, it has always been the policy of the Commission to hold its hand until an appeal for redress had been first made to such administrative agency; and until I am informed that the Commission desires to depart from this rule of comity in the present case, I shall assume that it is still in force.

Truly yours,

W. CABELL BRUCE,

General Counsel.

(310)

Application of FREDERICK H. SNYDER to Operate a Passenger Motor Vehicle Between Hagerstown and Clear Spring Station, Md.

June 18, 1917.

Public Service Commission of Maryland:

Gentlemen:

I received your communication of the 15th inst., accompanied by a copy of a letter, dated the 14th inst., from J. O. Snyder to you.

This letter, together with your communication, submits to me the question as to whether Frederick H. Snyder is entitled to apply to the Commission for a permit to operate a motor car for the transportation of passengers for hire between Hagerstown and Clear Spring.

In my opinion he is. It is true that his principal vocation is not that of a motor car operator. He is a Station Agent at Clear Spring and takes passengers on his car, for hire, only when he is in transit in the morning from Hagerstown, where he lives, to Clear Spring, where he discharges his duties as Station Agent, and when he is in transit from Clear Spring to Hagerstown in the afternoon or evening, when his duties at Clear Spring are at an end. But the merely secondary nature of his avocation as a motor car operator is, in my judgment, immaterial for the purposes of the inquiry submitted to me. The real question involved in this inquiry is

whether he runs his car, when he does run it, on a fixed route and a fixed schedule. As respects this question, it matters not whether he runs two or three times a day, or four or five times a day, between Hagerstown and Clear Spring, or only once a day on a round trip, or whether he publishes his schedule in any formal manner or not. The significant facts are that he pursues the avocation of a motor car operator for hire, as well as his vocation as Station Agent at Clear Spring; operates his car (if I am not misinformed) over a State or a State-aided road and does so under such systematic and regularly recurring circumstances, on the whole, as to apprise the public of the hour at which he leaves Hagerstown in the morning and the hour at which he leaves Clear Spring in the afternoon or evening almost as effectively as if his movements were published in the form of a printed schedule.

If, therefor, Mr. Snyder is willing to do so, I see no legal reason why he should not obtain a permit from the Public Service Commission to transport passengers for hire, provided he is prepared to pay to the Commissioner of Motor Vehicles the fees required by law of persons engaged in the business of operating motor vehicles for the transportation of passengers for hire over a fixed route, or on a fixed schedule, along a State or State aided highway or highways. Of course, I am not expressing any opinion as to the wisdom or expediency of a permit being issued to Mr. Snyder under all the circumstances of the case. That question is for the Commission, aided by the report of Mr. Duer, its Transportation Expert, and not for me.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(311)

In Re

MAYOR and CITY COUNCIL OF CUMBERLAND,
et al.,

vs.

WEST VIRGINIA AND MARYLAND GAS Co., of
Maryland, *et al.*

June 26, 1917.

Case No. 1313.

Public Service Commission of Maryland:

Gentlemen:

I reply to your communication of April 2nd, in which you ask me for my opinion as to the jurisdiction of the Commission in the matter of the complaint of the Mayor and City Council of Cumberland, the County Com-

missioners of Allegany County, the Mayor and Councilmen of Frostburg, the Mayor and Councilmen of Lonaconing and the Mayor and Commissioners of Westernport, vs. the West Virginia and Maryland Gas Company of Maryland, the West Virginia and Maryland Gas Company of West Virginia and the Northern Natural Gas Company (case No. 1313).

The circumstances under which this complaint originates are these: The West Virginia and Maryland Gas Company of Maryland and the Northern Natural Gas Company, both Maryland Corporations, are subsidiaries of the West Virginia and Maryland Gas Company, a West Virginia Corporation, and are engaged in the business of distributing to consumers at different points in Western Maryland natural gas which they receive from the West Virginia and Maryland Gas Company in West Virginia, and pipe across the boundary line, between West Virginia and Maryland to the points in Western Maryland where it is distributed. They have recently filed with the Commission a schedule of the rates which they propose to charge for this gas; and the filing of this schedule has been followed by the complaint in this case, in which the complainants allege that the proposed rates are unjust and unreasonable; and that the gas furnished by the two distributing companies is of low and inadequate pressure, and is inaccurately metered; and in which they pray that the reasonableness of the proposed rates and the shortcomings of the existing service be investigated by the Commission; and that such orders be passed by it "as will relieve the situation and insure an adequate supply of natural gas in the future"; and that other and secondary relief be granted to the complainants.

Since the receipt of the communication from the Commission, above acknowledged, a lengthy and able brief has been filed with me by Messrs. Piper, Carey and Hall, attorneys for the respondent companies, in which they reach the conclusion, after citing numerous decisions of the Supreme Court of the United States and other courts, that the State of Maryland has no authority to regulate rates affecting the sale of an article of interstate commerce, such as the natural gas distributed in this case is claimed to be; nor any authority to regulate the service rendered by a corporation in distributing such an article; and that, even if it had, it would be expressly restrained in the exercise of such authority in this case by the terms of Section 53 of the Public Service Commission Law of Maryland, which provides as follows:

"Nothing in this Act contained shall be deemed or construed to apply to or operate upon interstate or foreign commerce."

It is obvious that if an order of the Commission, regulating the proposed rates or the service mentioned, did not apply to or operate upon the commodity except after it had ceased to be an article of interstate commerce, it would not be obnoxious to this proviso; though it would be if the contrary were true. That natural gas may be a subject of interstate, as well as intrastate, commerce; that as a subject of interstate commerce

it is national in character and admits only of one uniform system or plan of regulation; that under such circumstances the power of Congress to regulate is exclusive and its failure to regulate indicates its will that the commodity shall be left free from any restrictions or impositions by the States, all this I will assume to be true, as contended for by the respondent companies in this case; though I am not to be taken as admitting, except for the purposes of this case, that it might not be forcefully argued, to say the least, that the service rendered and the rates proposed to be charged by them are matters of a local nature, which should not go altogether uncontrolled, or impose only an indirect and incidental burden upon interstate commerce; and are therefore subject to regulation by the State of Maryland, so long as Congress remains silent.

The Minnesota Rate Cases, 230 U. S., 399 et seq.

But there still remains the question whether, under the special circumstances of this case, the service rendered and the rates proposed to be charged by the respondent companies are not a service rendered and rates to be charged after the commodity, to which they relate, has ceased to be an article of interstate commerce and has become intermingled with the whole mass of property in the State of Maryland which is undeniably subject to its sovereignty. It should be borne in mind that the gas corporations subject to the jurisdiction of the Commission are not only such corporations as own, operate, manage or control any plant or property for manufacturing and distributing and selling illuminating gas (natural or artificial or manufactured and wheresoever or howsoever derived or obtained) for light, heat, fuel or power, or for any public use whatsoever, but also such corporations as only sell or distribute such gas. (Public Service Commission Law, Section 1.) The respondent companies in this case are Maryland corporations, readily amenable to the process of our courts, and they not only receive gas from the West Virginia and Maryland Gas Company and transport it to points in Maryland, but, after it has been thus transported, they sell and distribute it to many consumers in Maryland. When thus sold and distributed, after being transported through and stored in the pipes of the respondent companies, does it not take on the character of a domestic commodity as fully subject to the control of the police power of the State of Maryland as any commodity that originates within its own limits? And are difficulties that the Commission might experience in investigating the fields of supply in West Virginia, from which it is obtained, or the conditions that surround its reception from the West Virginia and Maryland Gas Company in West Virginia, or its transmission to the boundary line between that State and Maryland, anything but limitations upon the powers of the Commission, which may curtail their practical efficacy but do not affect their legal standing?

In my judgment, these questions are too grave to allow me to advise the Commission to decline jurisdiction over the complaint in this case, even though I were to agree with the conclusions reached by Messrs. Piper, Carey and Hall upon the other legal points involved in it. The proper course for

the Commission to pursue, under the circumstances, I think, is to insist that it has due authority to entertain jurisdiction over the complaint and to remit the respondent companies to the right they will have, in case the controversy is decided adversely to them upon its merits, to apply to the courts for redress.

In thus counselling the Commission, I have been influenced to a considerable degree, by the leading case of *Brown vs. Houston*, 114 U. S., 622, where the Court, after reasserting the general principles upon which the respondent companies rely in this case, decided that coal mined in Pennsylvania and sent by water to New Orleans and sold in the open market, on account of the owners in Pennsylvania, became intermingled on arrival with the general property in the State of Louisiana and was subject to taxes under the general laws of that State: although it was after arrival sold from the vessel on which the transportation was made and without being landed and for the purpose of being taken out of the country on a vessel bound to a foreign port. This decision was reaffirmed in *Pittsburg and Southern Coal Company vs. Bates*, 156 U. S., 577.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(312)

In the Matter of

The SAVAGE MANUFACTURING COMPANY. Supplying Electric Current to Its Employees and Two Other Families, and Whether This Company Is An Electrical Corporation Within the Meaning of the Public Service Commission Law.

June 28, 1917.

Public Service Commission of Maryland:

Gentlemen:

I hereby acknowledge the receipt of your communication of the 26th inst., in which you ask me whether, in my opinion, the Savage Manufacturing Company is, under the special circumstances set forth in the correspondence accompanying your communication, an electrical corporation in the sense of the Public Service Commission Law of Maryland.

In my judgment it is not. The correspondence just referred to satisfies me that the current which the company is supplying to its own employees and to two families that are not on its wage list is supplied under such special and limited conditions as to negative the idea that it is being supplied in the exercise of a public franchise.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(313)

In the Matter of
Electric Rates Filed by the EASTON UTILI-
TIES COMMISSION.

July 26, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your communication of the 25th inst., enclosing me a copy of a letter of even date to you from the Rate Clerk of the Commission, in regard to a certain electric rate schedule recently filed with the Commission by the Easton Utilities Commission of the Town of Easton.

The letter of the Rate Clerk brings to the attention of the Commission the fact that the Utilities Commission attempts to draw a distinction between the rates strictly speaking, which form a part of the tariff schedule in question, and the rules and regulations associated therewith in the same schedule.

Chapter 263, of the Acts of 1914, it says, provides that the Utilities Commission shall have the power "to make such rules and regulations for the management of the various utilities under their charge and for their own government as they may deem proper"; though the power of the Utilities Commission to fix and revise rates is, by the same Act, expressly made subject to the approval by formal resolution of the Mayor and Council of Easton.

In my opinion, the rules and regulations for the management of the various utilities under the charge of the Utilities Commission, which are left to its absolute control, are not such rules and regulations as those which are associated with the rates set forth in the schedule in question. The former rules and regulations are such as may be prescribed by the Utilities Commission for the government of the various utilities subject to its authority, in their larger administrative aspects. The latter rules and regulations are such as are so intimately interwoven with the rates themselves as to be integral parts of these rates. Considered in connection with them the pecuniary terms in which the rates are expressed may be one thing; considered apart from them these pecuniary terms may be quite a different thing. In other words, in many essential respects such rules and regulations frequently explain or qualify the naked pecuniary significance of rates strictly speaking.

The kinship between rates and such rules and regulations as often accompany them is recognized by Section 15 of the Public Service Commission Law, which requires tariff schedules to set forth not only rates, fares and charges, but also all rules and regulations which may in any wise change, affect or determine any part or the aggregate of such rates, fares and charges.

It seems to me, therefore, that the Public Service Commission should reject the schedule filed with it by the Easton Utilities Commission in toto; that is to say, both the rates and the rules and regulations associated with them, and notify the Easton Utilities Commission that both rates and rules and regulations require the approval of the Mayor and Council of Easton.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(314)

In Re

Power of COMMISSION to Accept Tariff
Schedule Pertaining to the Price of Mazda
Lamps from the CONSOLIDATED GAS ELEC-
TRIC LIGHT & POWER Co.

July 27, 1917.

Public Service Commission of Maryland:

Gentlemen:

I received your communication of the 26th inst., accompanied by a copy of a letter, dated the 25th inst., from your Rate Clerk to you, asking what disposition he should make of supplement No. 8 to Electric Rate Schedule, P. S. C. Md. E.-4 of the Consolidated Gas Electric Light & Power Company.

Mr. Harper states that the only effect of this supplement is to change certain of the prices heretofore charged for Mazda electric lamps; and to eliminate from the schedule in question certain types of lamps which are no longer supplied by the Company.

Referring to my conversation this morning with Mr. Timanus, I beg leave to say that my advice to the Commission is to receive and file the supplement without exacting the full notice of thirty days required by Circular No. 8-A of the Commission.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(315)

In the Matter of

The Jurisdiction of the COMMISSION Over
Terms of Franchises Granted Prior to the
Passage of the PUBLIC SERVICE COMMIS-
SION Law.

August 22, 1917.

Public Service Commission of Maryland:

Gentlemen:

During my recent absence from the City Mr. Yellott, my assistant, received a letter from Benjamin A. Johnson, the City Solicitor of Salisbury, Md., asking him for his opinion as to whether the condition annexed by a municipal corporation to the grant of a franchise in one of its streets to a gas company, that the grantee should not charge gas consumers in the town a sum in excess of a certain rate per thousand cubic feet of gas, was affected by the enactment of Chapter 108 of the Acts of the General Assembly of Maryland of the year 1910, commonly known as the Public Service Commission Law.

Mr. Johnson's letter has been referred to me by Mr. Yellott and I reply to it in my usual way through you.

In the case of *Simons Sons Co. vs. The Maryland Telephone and Telegraph Company*, 99 Md., 141. it was held that the Mayor and City Council of Baltimore had due power to condition the grant of a franchise in its highways to a telephone company upon a fixed rate for telephone service enforceable as a matter of contract. The decision in this case, however, was rendered in 1904: that is to say, before the passage of the Public Service Commission Law, and did not involve the question as to whether the Legislature had the power to alter or repeal such conditions inasmuch as the statute in that case fixing the maximum rates for the grounded telephone service was attended by provisions allowing entire freedom of contract as to rates between telephone companies and their patrons as respects other kinds of telephone service than the grounded service.

In the case of *Gregg vs. Laird, et al.*, comprising the Public Service Commission, 121 Md., 1, it was held that Section 31½ of the Public Service Commission Law, by express terms, repeals all prior Acts or parts of Acts that prescribe or limit the price at which any gas corporation or electric corporation or any other corporation, subject to the Act, may furnish or sell its gas, etc., or other product or utility.

And in the case of *Yeatman vs. Towers, et al.*, constituting the Public Service Commission, it was decided by the Court of Appeals on June 24, 1915, that an order of the Public Service Commission regulating the rates of a Water Company had the effect of abrogating a contract between a private individual and the predecessor in title of the Water Company for a special water rate, entered into prior to the enactment of the Public Service

Commission Law. Contracts even as between individuals (the Court said), when entered into are necessarily subject to the control of the police power of the State whenever such contracts relate to matters which are or may be subject to the exercise of powers conferred upon the Public Service Commission by the Public Service Commission Law. (P. 518.) And, in the course of the same opinion, the Court quoted, with approval, the language of the Supreme Court of the United States in *Manigault vs. Spring*, 199 U. S., 472. "This power, which in its various ramifications is known as the police power, is the exercise of the sovereign right of the Government to protect the lives, health, morals, comfort and general welfare of the people and is paramount to any rights under contracts by individuals." The leading case upon this subject is that of the *L. & N. R. R. Co. vs. Mottley*, 219 U. S., 467. In that case the R. R. Co., in consideration of the release by Mottley and wife of all claims for damages for injuries received by them in a collision, agreed to issue annual free passages to them on its main and branch railroads. This promise the R. R. Co. complied with from year to year until the Hepburn Act of June 29, 1906, amendatory of the Act to Regulate Commerce, approved Feb. 4, 1887, provided that no carrier should collect or receive a greater or less or *different* compensation for the transportation of passengers than the fares specified in its schedules filed with the Interstate Commerce Commission. After the passage of the Hepburn Act the R. R. Co. refused to issue the free passes any longer, on the ground that it was forbidden by that Act to accept anything but money in return for services. After citing various authorities the Court said, P. 485: "They are numerous and are all one way. They support the view that, as the contract in question would have been illegal if made after the passage of Commerce Act, it cannot now be enforced against the R. R. Co., even though valid when made. If that principle be not sound, the result would be that individuals and corporations could, by contracts between themselves, in anticipation of legislation, render of no avail the exercise by Congress, to the full extent authorized by the Constitution, of its power to regulate commerce. No power of Congress can be thus restricted."

In view of these decisions, I am of the opinion that a condition in a franchise ordinance which was prescribed by a municipal corporation of the State of Maryland before the passage of the Public Service Commission Law and fixed a special rate for gas would be abrogated by the passage of an order of the Public Service Commission fixing a different rate.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(316)

Complaint of

BALTIMORE AND BEL AIR AUTO EXPRESS
COMPANY

against

The FARMERS' CO-OPERATIVE COMPANY.

August 23, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your letter of the 21st inst., referring to me a copy of a letter of the 20th inst. from the Baltimore and Bel Air Auto Express Company to you, complaining that the Farmers' Co-operative Company of Harford County, is selling its stock to storekeepers and merchants and offering its stockholders the inducement of lower rates to transport their produce or wares in its auto truck, for which the company pays a license fee of only about \$20.00 under a claim that its truck is not a public conveyance, as against the license fee of \$100.00 which the Baltimore and Bel Air Auto Express Company pays for the auto truck which it runs in competition with the auto truck of the Farmers' Co-operative Company.

In opinion No. 301, dated March 20, 1917, I held, under the circumstances of the case as at that time imparted to me, that the business expected to be conducted by the Farmers' Co-operative Company would be a mere private co-operative venture carried on solely for the mutual benefit of its stockholders; and that the company would not be a common carrier operating a motor vehicle "for public use in the conveyance of property within this State" within the meaning of Section 1½ of the Public Service Commission Law; nor the "owner of a motor vehicle to be used in the transportation of merchandise or freight" within the meaning of Chapter 714 of the Acts of 1916, which regulates the license fees and the operation of motor vehicles used in the public transportation of merchandise over certain kinds of highways in this State. And my opinion shows that it had been stated to me when it was rendered that the corporation was being formed in Harford County by a few farmers and business men for the purpose of transporting milk and other products of the farm produced by them to Baltimore City; and that no one but stockholders in the company was to be allowed to use the motor vehicle which the corporation proposed to operate for its charter purposes; and that the intention of the company was to charge each stockholder a certain freight rate for goods shipped or received by him, through the agency of this motor vehicle, and at the end of the year to divide among all the stockholders of the company whatever surplus might be left over from the operation of the company after deducting its operating expenses.

With no further knowledge of the circumstances surrounding the case than I had when my opinion was rendered, my conclusion would be the same at the present time.

But if the Farmers' Co-operative Company is now merely using its stock as a colorable device for gathering together, on the strength of lower transportation rates, in whole or in part made possible by the lower license fees exacted by Law from motor vehicles not engaged in the service of the general public, a body of patrons equal in numbers to a large portion of the entire public which has need for the services of such a truck as that operated by the Farmers' Co-operative Company or the Baltimore & Bel Air Auto Express Company, I should say that the privilege sheltered by my opinion was being fraudulently abused, and that the Farmers' Co-operative Company should be subjected to precisely the same license burdens as the auto truck of the Baltimore & Bel Air Auto Express Company.

Of course, I am not to be understood for a moment as dealing, for the present, with any but a purely hypothetical state of facts, or prejudging in any respect the actual motives and conduct of the Farmers' Co-operative Company.

Many years ago, when no one could vote in Virginia who did not have a freehold interest in land, the practice prevailed of cunningly cutting up parcels of land into minute holdings for the purpose of qualifying numerous voters for the exercise of the suffrage who would be otherwise disqualified for its exercise.

If the Farmers' Co-operative Company is manipulating its stock in some such fashion as this and is not really, but speciously only, engaged in a bona-fide co-operative venture for the purpose of securing the benefits of cheap transportation to a limited number of farmers and other persons interested primarily in obtaining cheap transportation for their farm products and other merchandise rather than in earning dividends on money invested in the stock of an enterprise which has its competitors at an unfair advantage by reason of its pretense of being engaged in a private business, it should be brought before the Commission by a formal complaint filed by the Baltimore & Bel Air Auto Express Company, or some other complainant, and be compelled to apply for a permit, and to pay the higher license fee payable by it in that event.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(317)

In Re

The Jurisdiction of the COMMISSION Over
a Proposed Barge to Be Operated on the
Pocomoke River by the PENINSULA PRO-
DUCE EXCHANGE of Maryland.

August 24, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 23rd inst., together with the accompanying copy of a letter dated the 21st inst. from Messrs. Crockett & Crockett, attorneys-at-law, Pocomoke City, Md., to you. These gentlemen say that the Peninsula Produce Exchange of Maryland, a body corporate, proposes to operate a barge between certain points on the Pocomoke River for the purpose of receiving at landing points on the River and of delivering to the B. C. & A. Ry. Co. fruit and other produce which will either belong to the Exchange or be delivered to its agents at the landing points just mentioned to be marketed by it in its own name.

Under the provisions of Section 1 of the Public Service Commission Law, steamboat, power-boat and vessel and boat companies and all persons or associations of persons, whether incorporated or not, operating steamboats, power-boats and vessels and boats for public use in the conveyance of persons or property within the State of Maryland are made subject to the jurisdiction and authority of the Public Service Commission.

Assuming, as I have no reason for not doing, that the letter of Messrs. Crockett & Crockett is a frank and full disclosure of all the conditions surrounding the operation of the proposed barge, it seems to me that this barge would not be an agency "for public use"; and therefore would not be subject to the jurisdiction and authority of the Commission. It would be the agency of a merely private co-operative venture, limited in its scope to the accommodation of its own members and patrons, as distinguished from the general public. In other words, the barge would be operated not as an agency for public use in the conveyance of persons or property within the State of Maryland, but only as an incidental agency or instrument for the promotion of the primary business of the Exchange.

Of course, if there were anything in the circumstances as laid before me to warrant the belief that the Exchange and its membership and outside patronage would be used simply as a fraudulent cloak for transportation movements really public in their nature my conclusion would be wholly different.

Truly yours,

W. CABELL BRUCE,

General Counsel.

(318)

In Re

Acts of Legislature Fixing Rates of Public
Utilities by Other Agencies than the Pub-
lic Service Commission.

September 10, 1917.

Public Service Commission of Maryland:

Gentlemen:

I hereby acknowledge receipt of your communication of the 7th inst., which was accompanied by a letter from Benj. A. Johnson of Salisbury, Maryland, to you dated the 5th inst.

Section 158-E of Chapter 636 of the Acts of 1912 to which Mr. Johnson refers, empowers or attempts to empower the Mayor and Council of Salisbury "to regulate the charges for services of such companies (electric light companies, gas companies, power companies, telephone companies, telegraph companies, street railway companies, water companies and sewer or drain companies) as now possess or may hereafter obtain franchises" in Salisbury.

It is true that these provisions were enacted subsequent to the passage of the Public Service Commission Law which was approved on April 5th, 1910, but in my judgment they are obnoxious to the provision contained in Section 33 of Article 3 of the State Constitution which provides that the General Assembly shall pass no special law for any case for which provision has been made by an existing general law.

The regulation of public service corporations is a matter of general statewide concern and the exercise by the town of Salisbury of the power to regulate charges for the services of such corporations rendered within its limits would in my opinion gravely interfere with the uniformity of system and unity of administration contemplated by the Public Service Commission Law.

These considerations led me to reach a similar conclusion in the case of a clause in the charter of the town of Crisfield which sought to empower that town to regulate the rates of the Chesapeake and Potomac Telephone Company within its limits. My conclusion was sustained by Judge Stanford in a legal controversy resulting from my opinion. An appeal, however, from the decision of Judge Stanford is now pending in the Court of Appeals. The Chesapeake and Potomac Telephone Company is represented in the case by Mr. Shirley Carter of Baltimore.

Truly yours,

W. CABELL BRUCE,

General Counsel.

(319)

Question as to

Legal Status of RUSSELL A. JONES, With Relation to Section of the Public Service Commission Law Defining Water Companies.

September 17, 1917.

Public Service Commission of Maryland:

Gentlemen:

I received your letter of the 14th inst., which was accompanied by a copy of a letter dated the 13th inst. from Russell A. Jones to you.

In his letter Mr. Jones says that after buying a tract of land on Bush River he assembled the streams from several good springs into a large tank and piped the water therefrom to his own houses, barns and outhouses, and that now four neighboring cottagers have installed water pipes and fixtures in their cottages and have requested him to serve them with water at a water rate of \$15.00 per annum.

Section 1 of the Public Service Commission Law makes the term "water Company" include every person owning, operating, managing or controlling any plant or property, dam or water supply, canal or power station, distributing or selling for distribution, or selling or supplying for gain any water. Broad as this language is I hesitate to make it applicable to a tank with such a limited public patronage as that of four persons, but I see no escape from the literal force of the statute. Besides the tract purchased by Mr. Jones and the sites of the four cottages all formed parts, as I understand it, of the property of a development company known as the Willoughby Beach Company and I think it not unlikely, if I may be allowed to indulge in inference under the circumstances, that the tank may have some other patrons before long.

I conclude, therefore, that Mr. Jones is a water company within the meaning of the Public Service Commission Law and as such is subject to the jurisdiction and authority of the Commission and under the obligation to file annual reports and tariff schedules with the Commission, and to do all the other things that water companies are required by the Public Service Commission Law to do.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(320)

In the Matter of

The Status of GEO. A. BOUNDS & Co., Closing up the Business of Furnishing Electric Current in the Vicinity of Hebron, Md.

October 9, 1917.

Public Service Commission of Maryland:

Gentlemen:

I received your communication of the 4th inst. asking me whether Geo. A. Bounds & Co. are under any obligation to obtain the approval of the Commission before discontinuing their present electric light service at Hebron, Md.

It appears from the correspondence submitted to me with your communication that Geo. A. Bounds & Co. is a co-partnership composed of Geo. A. Bounds, Wm. H. Phillips and Geo. C. Bounds. There is nothing in the correspondence to show that this firm ever exercised any right or privilege as an "Electrical corporation," within the meaning of the Public Service Commission Law, under any franchise granted after the passage of that Law, or under any franchise granted before the passage of that Law but not before the passage of that Law actually exercised. Any right or privilege under the franchise to be a corporation or to do business as a corporation the firm, of course, could not exercise under any circumstances, as it is not a corporation and I understand from the Chairman of the Commission that it has never been the owner of any franchise in any public highway.

In view of these circumstances, I do not think that it has to apply to the Commission for its approval in order to discontinue its electric light service.

Section 33½ of the Public Service Commission Law relating to the abandonment of franchises by an "electric corporation" which term only forbids such a corporation to abandon or discontinue any right or privilege *under any franchise* granted after the passage of the Public Service Commission Law, or *under any franchise* granted before the passage of that Law but not before the passage of that Law actually exercised, without first having obtained the permission and approval of the Commission.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(321)

In the Matter of

The Jurisdiction of the Commission Over
Rates Fixed by the TOWN OF BRUNSWICK.

October 11, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your communication of the 17th ult., in which you ask me whether the authority of the Commission over the rates of the Harper's Ferry Electric Light & Power Co. is affected by the terms and conditions under which that company holds its franchise in the highways of the Town of Brunswick.

By an amendment to the Charter of the town, enacted in 1904, it was provided that the town should have power to grant, for a period not exceeding 40 years, upon such terms, *rates, fares*, charges and conditions as might be presented by ordinance, specific franchises or rights in or relating to any of the public property or places, as the right to use any highway, avenue, street, lane or alley, either on or above or below the surface of the same.

The powers conferred upon it by this enactment the town attempted to exercise in favor of the Harper's Ferry Electric Light & Power Company by an ordinance passed on April 7, 1914, by the Mayor and Council of Brunswick, which ordinance authorized the company to erect poles, string wires, erect, maintain and operate an electric power plant and generally to do all things needed to be done for the purpose of supplying electricity, electric current and electric power in the town of Brunswick, Frederick County, Md. And, in consideration of this grant, the ordinance undertook to prescribe the rates at which the company was to furnish electric current to the inhabitants of the town.

It will be observed that the amendment to the Charter of the town was enacted before the passage of the Public Service Commission Law on April 5, 1910, but that the ordinance was not adopted until two years after the passage of that Law.

Section 55 of the Public Service Commission Law expressly repeals all Acts, or parts of Acts, conflicting or inconsistent with any of its provisions; and Section 31½ of the same Law further provides specifically that all Acts, or parts of Acts, theretofore passed and then existing prescribing or limiting the price at which any gas corporation, or electric corporation, or any other corporation, subject to the Public Service Commission Law may furnish, sell or dispose of its gas, or electricity, or other product, or utility are repealed; it being the intent of the Public Service Commission Law, this same section asserts, that the powers of the Commission to ascertain the price of such gas or electricity or other product or utility, as pro-

vided for in the Public Service Commission Law, shall supersede all such Acts or parts of Acts aforesaid.

The effect of these provisions in the Public Service Commission Law is, in my opinion, to render the rates attempted to be fixed by the ordinance of the Town of Brunswick, above referred to, entirely null and inoperative, and to endow the Commission with full power to regulate all rates that may be fixed by the Harper's Ferry Electric Light & Power Co. for electric current furnished to the inhabitants of Brunswick or to the corporation of Brunswick.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(322)

In the Matter of	}	October 18, 1917.
The Jurisdiction of the Commission Over a		
Merger of Several Companies to Form the		
WAYNESBORO ELECTRIC COMPANY.		

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 15th inst., together with the letter from J. A. Strite to you, dated the 11th inst.

If any one of the constituent companies, of which the Waynesboro Electric Company is the consolidation, is a Maryland Company, the written consent of the Commission to its merger should be obtained.

By Section 35 of the Public Service Commission Law it is provided that no gas corporation, or electrical corporation shall transfer or lease its franchise, works or system, or any part of such franchise, works or system, to any other person or corporation, or contract for the operation of its works or system without the written consent of the Commission.

It is, of course, well settled law that the legal effect of the consolidation of several companies is to create a new corporate entity. In the present case, therefore, in my opinion, there is such a transfer of franchises and property to the new company, that is to say, the Waynesboro Electric Company, operated by the consolidation, as to make the requirements of Section 35 applicable to the transaction.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(323)

In the Matter of

The Application of the CUMBERLAND ELECTRIC RAILWAY COMPANY for an Order Permitting and Approving the Exercise of a Franchise Granted it by the MAYOR AND CITY COUNCIL of Cumberland, under the Terms and Provisions of Ordinance No. 642, Passed September 9th, 1916, Granting Said Railway the Right, Franchise and Privilege of Extending Its Lines on Green Street in Said City.

October 29, 1917.

Case No. 1413.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 24th inst., in which you ask me whether the Cumberland Electric Railway Company may legally issue short term notes, as is proposed by it, renewing the same from time to time as the company finds it desirable so to do.

The exact statement in the application of the company is that it proposes to finance the construction contemplated by it by issuing its short term notes to be renewed from time to time for a period not exceeding one year.

A common carrier proposing to issue an evidence of indebtedness payable at a period less than 12 months after the date thereof, does not have to obtain the approval of the Commission, under the provisions of Section 27 of the Public Service Commission Law relating to the approval of issues of stock, bonds, etc., by common carriers and other corporations subject to the authority of the Commission. If the proposed evidence of indebtedness is payable at a period of more than 12 months after the date thereof, it does have to obtain the approval of the Commission; and, in my judgment, even if the proposed evidence of indebtedness is payable at a period of less than 12 months after the date thereof, nevertheless, the approval of the Commission is necessary, if, by its terms, it provides for a renewal or renewals that will, or may, extend its life beyond the period of 12 months.

Any other conclusion would, in my opinion, merely lay a foundation for a colorable attempt to evade the jurisdiction of the Commission by some unscrupulous corporation more eager to secure money for its present necessities than to observe the law or to maintain a good reputation for itself.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(324)

In the Matter of

The Proposed Dissolution of the WASHINGTON, POTOMAC AND CHESAPEAKE RY. CO.
and the Jurisdiction of the Commission
in the Proceedings.

October 30, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 29th inst. asking me to examine certain correspondence thereto attached, relating to the proposed dissolution of the Washington, Potomac & Chesapeake Railway Company.

I do not see how this corporation can be lawfully dissolved in the manner that is apparently proposed. Public Service Corporations of every sort are expressly excepted from the benefits of the procedure provided by Article 23 of Bagby's Annotated Code of Maryland, sub-title "dissolution," for the dissolution of corporations. The language of Section 76 under this title is that,

"Every corporation in this state *other than a public service corporation* may, by the affirmative vote of a majority of all of its stock (or if two or more classes of stock have been issued of a majority of each class) outstanding and entitled to vote, close its affairs and authorize a bill for its dissolution to be filed in the manner hereinafter (that is to say, in the later portions of the sub-title) set forth."

Independently of the special provisions of the Public Service Commission Law, the proper method to be pursued by a railroad corporation for the purpose of working its own dissolution and the surrender of its franchises would seem to be to obtain special leave from the Legislature to that end.

If the franchises or rights which the Washington, Potomac & Chesapeake Railway Company now proposes to surrender were exercised before the passage of the Public Service Commission Law, they can be surrendered without the permission and approval of the Commission; otherwise not. (See Section 26½ of the Public Service Commission Law.) As respects the provisions just mentioned of the Public Service Commission Law, it is to be borne in mind that they do not apply to franchises or rights under provisions of the Railroad Law, or of other laws, lawfully exercised before the passage of the Public Service Commission Law on April 5, 1910. It is only as to franchises or rights acquired by a railroad corporation after the passage of the Public Service Commission Law, or franchises or rights acquired before the passage of the Public Service Commission Law but not lawfully exercised before its passage that the permission and approval of

the Commission must be first obtained in order to make an abandonment of franchises effective.

A good title to the franchises, property and assets could doubtless be passed by recourse to a foreclosure proceeding, but there are, of course, manifest objections, under the circumstances, to this procedure.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(325)

In the Matter of

The Proposed Line of Poles, Cables, Etc., to
Be Constructed for the Purpose of Sup-
plying Proposed Radio Plant of the NAVY
DEPARTMENT at Greenbury Point, Md.,
and the Jurisdiction of the Commission
Therein.

November 1, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 31st ult., accompanied by a letter, dated the 27th ult., from H. G. Taylor, Assistant Civil Engineer of the U. S. Navy Department, to the Secretary of the Commission.

The Bureau of Yards and Docks of the Federal Navy Department is about to construct a new high-power radio station at Greenbury Point, near Annapolis, Maryland; and to connect this station by a pole line, except where the line would be established under the waters of the Severn River, with the generating sub-station of the Washington, Baltimore and Annapolis Railway Company in Annapolis. Under the waters of the Severn River the line will assume the form of a high-tension cable. The entire line, so far as the poles, wires, cable and right-of-way are concerned, would be the property of the United States Government. The railway company would simply furnish the current for the operation of the line.

In my judgment, an order should be obtained from the Commission, pursuant to Section 26 of the Public Service Commission Law, determining that the proposed construction and the exercise of the proposed franchise by the railway company is necessary or convenient for the public service. In stating that the order of approval should cover the construction, as well as the exercise of the franchise, I am assuming that the work of construction will be done by the railway company. If it is to be done by the Bu-

reau of Yards and Docks, the order need not cover the construction; but only the exercise of the franchise by the railway company.

The railway company is, I think, within its incidental chartered powers in passing on to the Federal Navy Department a part of the surplus energy accumulated by it primarily for the operation of its line of railway.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(326)

Opinion as to

Whether or Not Certain Operations of the
TIOGA TANNING Co. Makes It Subject to
the INTERSTATE COMMERCE COMMISSION.

November 2, 1917.

Public Service Commission of Maryland:

Gentlemen:

I reply to your communication of the 1st inst., which was accompanied by a copy of a letter from the Tioga Tanning Company to the Secretary of the Commission, dated the 31st ult., in which the Company asks whether its operations in certain particulars are of such a nature as to bring it under the jurisdiction of the Interstate Commerce Commission.

It states that both the loaded and empty cars about which it is concerned are placed on a switch of the B. & O. R. R. Co. at Hutton, Md., and are switched to the plant of the Tioga Tanning Company in Maryland, but that in carrying out the switching operation it is necessary to back over the Maryland line into the State of West Virginia probably 100 feet or so, according to the number of cars to be switched. From this statement of facts, of course, it appears that the movement which prompted the inquiry of the Tioga Tanning Co. originates in Maryland and ends in Maryland. The only question is, whether the retrograde movement in transitu, which shifts this general movement for a distance of 100 feet or so within the limits of the State of West Virginia, converts the latter movement into an interstate one and makes it subject to the jurisdiction and authority of the Interstate Commerce Commission instead of the Public Service Commission of Maryland.

In the case of *Hanley vs. Kansas City Southern Ry.*, 187 U. S., 617, it was held that the transportation of goods, on a through bill-of-lading, from a point in the State of Arkansas to a point in the same State, by way of a point in the Indian Territory, a total distance of 116 miles, of which 52 miles was in Arkansas and 64 in the Indian Territory, was interstate commerce.

This conclusion, in my opinion, is not applicable to such a case as the present. More than one-half of the movement in the case reported in 187 U. S., just mentioned, was outside of the State of Arkansas. In that case there was a real continuation in the Indian Territory of an operation which began and ended in Arkansas. In the present case, the switching movement can hardly be said to pass through the State of West Virginia at all. Its digression beyond the boundaries of the State of Maryland is of too limited and fugitive a nature, in my opinion, to deprive it of its character as intrastate commerce.

Truly yours,

W. CABELL BRUCE,
General Counsel.

(327)

November 9, 1917.

Public Service Commission of Maryland:

Gentlemen:

In the absence of General Counsel Bruce the following communications have been referred to me for an opinion:

"Denton, Md., Nov. 1, 1917.

"Please advise us if we are permitted to charge passengers for revenue tax if there be such a revenue tax. We are not clear about the latter.

DENTON BUS Co."

"St. Michaels, Md., Nov. 5, 1917.

"Will you please advise me if this new tax applies on automobiles which hire for different amounts.

J. NORMAN MARSHALL."

Of course the Public Service Commission has no jurisdiction over the imposition or collection of Federal Taxes, and all inquiries relative thereto should properly be made of the Collector of Internal Revenue for this District. Nevertheless since the above inquiries have been made and can be answered by brief references to the statute law, I shall reply to the same.

Section 500 of the War Revenue Act approved by the President October 3, 1917, provides in effect that after November 1, 1917, there shall be levied, assessed, collected and paid a tax equivalent to 3% of the amount charged for freight by those engaged in the transportation of freight by motor vehicle, where such transportation is in competition with other carriers by rail or water. Where the motor truck is used in the express business for

transporting parcels or packages over regular routes between fixed terminals, the tax is 1 cent for each charge of 20 cents or fraction thereof, regardless of whether or not there is competition with other carriers. In the case of transportation of persons by motor vehicles on a regular established line when in competition with other carriers by rail or water, the tax is 8% of the amount charged for such transportation, provided such charge is more than 35 cents. There is no tax where the charge for transporting passengers is 35 cents or less. In the case of freight lines there is no such minimum, and the tax must be paid on the charge no matter how small it may be.

By Section 501 of the above Act it is provided that the above taxes shall be paid by those paying for the services or facilities rendered.

The Act requires that the taxes so collected shall be paid monthly to the Collector of Internal Revenue (address, Custom House, Baltimore).

It will be noted that both in the case of freight and passengers (express service in the case of freight excepted) the tax is not payable unless the motor vehicle is operated in competition with other carriers by rail or water. Such competition exists where there is another motor vehicle line or railroad or boat line operating between the same point. In some instances it may well be that there is competition as to a portion of a line and no competition as to another portion of the same line. In such a case the tax would apply only to fares over the portion of the line as to which there is competition.

Very truly yours,

OSBORNE I. YELLOTT,
Assistant General Counsel.

(328)

In the Matter of	}	
The Complaint of WM. H. MACKALL, President, Town Commissioners of Elkton,		November 21, 1917.
<i>vs.</i>		Case No. 1381.
MARYLAND WATER COMPANY of Cecil Co.		

Public Service Commission of Maryland:

Gentlemen:

The Commission is in receipt of a communication from the President of the Town Commissioners of Elkton inquiring as to the method of paying the witnesses for their attendance at the hearing of the above case before the Commission. He also asks whether the State Board of Health employes who testified at the hearing are to be paid by the Public Service Commis-

sion or by the State Board of Health. This inquiry has been handed to me for an opinion in the absence of General Counsel Bruce.

Under the law ordinary witnesses testifying before the Public Service Commission at hearings held in Baltimore City are entitled to a fee of fifty cents for each day's attendance, with an allowance of traveling expenses *in the discretion of the Commission* where they come from points outside the City of Baltimore.

Where the hearings are held in any of the counties, witnesses are entitled to one dollar for each day's attendance and have an *absolute* right to their reasonable traveling expenses where they come from other counties or the City of Baltimore.

These witness fees should be claimed within thirty days after the hearing, or they will be considered waived.

In order to get such fees the witness should go to the Secretary of the Commission and get a certificate showing the amount to which he is entitled. This certificate is then presented to the Auditor with a memorandum of the charge receipted in duplicate, and the Auditor gives his check for the amount due.

Where the witness has neglected to prove his attendance at the time, it may be proven by some one else, and the Secretary's certificate sent the person entitled thereto. But in any event the witness himself must sign a receipt in duplicate before the Auditor will deliver his check.

In the case of the representatives of the State Board of Health who testified at the hearing in question, the intent of the Legislature seems to be reasonably clear to the effect that where a person who is employed by another department of the State government testifies before the Public Service Commission he is not entitled to a fee as a witness, since in such event the State would be paying him twice for his time. Where, however, an employe of some other State department incurs traveling expenses in order to testify before the Commission such traveling expenses should be paid by the Commission.

Since preparing this opinion I have submitted the same to General Counsel Bruce and he authorizes me to say that he concurs therein.

Very truly yours,

OSBORNE I. YELLOTT,

Assistant General Counsel.

(329)

Query of

EASTERN SHORE GAS & ELECTRIC Co., as to
Authority to Accept Other Than Rates
Specified in Schedule in Return for Serv-
ice Rendered.

November 24, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 21st inst., accompanied by a copy of a letter to you from F. W. Woodcock, General Superintendent of the Eastern Shore Gas & Electric Co., dated Nov. 19, 1917.

Mr. Woodcock wishes to know whether his company can furnish electric power to a planing-mill and receive in payment therefor shavings and saw-dust, which it can turn to good use as fuel.

In my judgment it cannot lawfully do so. Section 16. of the Public Service Commission Law provides that no common carrier shall receive a greater, or less, or different compensation for transportation than the rates applicable to such transportation, as specified in its schedule filed and in effect at the time, and I am constrained to hold that this provision is applicable likewise to gas and electric companies. The acceptance by a public service corporation of any form of compensation except a money compensation tends inevitably to open the door to special rates, rebates, drawbacks and the like, which it is one of the principal objects of the Public Service Commission Law to discountenance.

I cite again, in this connection, a case which I have frequently had occasion to cite in rendering opinions to the Commission; namely, the case of Louisville & Nashville R. R. Co. vs. Mottley, 219 U. S., 467. Nor can I see that the mere fact that it is convenient or advantageous to the Eastern Shore Gas & Electric Co. to supply the planing-mill with electric power in return for shavings and saw-dust justifies it in treating the planing-mill as belonging to a separate and distinct class of consumers, and allowing a special rate to it and to all other planing-mills disposed to barter shavings and saw-dust for electric power.

The prohibition of the Public Service Commission Law cannot be met by a merely arbitrary classification based on non-essential circumstances. Of course, there may be other circumstances, not mentioned by Mr. Woodcock in his letter, such as wholesale consumption, that might be of a sufficiently essential nature to warrant the Eastern Shore Gas and Electric Co. in placing planing-mills in a special rate category.

Truly yours,

W. CABELL BRUCE.

General Counsel.

(331)

Jurisdiction of	}	
The Commission in the Matter of Commu- nity Heating by the CARLIN HEATING Co.	}	November 30, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 28th inst., which was accompanied by a letter from Mr. and Mrs. Charles Kirwan to you, dated the 27th inst., and a written agreement, dated August 22nd, 1916, between them and George W. Thompson "representing John J. Carlin owner," for the sale and purchase of the premises at No. 2813 Hilldale Avenue, in Baltimore City.

By the agreement George W. Thompson "representing John J. Carlin owner" undertakes to sell the premises to Kirwan and wife. The agreement is signed "George W. Thompson," and "Charles Kirwan" and "Sophie B. Kirwan," and it contains the following stipulation:

"It is also agreed that the said purchaser will use community heat at \$60.00 yr. Minimum rate on metre rate to be 45c per 1000 pounds of steam. Hot water on tap the year round. And it is further agreed that in case of failure of community heat to be supplied for two weeks, and inability to supply same is shown, then the seller, at his cost, will build a chimney within said house."

On the ground that the price for coal has risen very much the John J. Carlin Heating Company, which has been supplying heat to the premises in question, has by a communication dated November 19, 1917, and signed "John J. Carlin Heating Company, per John J. Carlin," notified its patrons that from December 20, 1917, certain higher rates will be required by it for steam "as per schedule filed with the Public Service Commission of Maryland on November 19, 1917." It is this notice which has provoked the letter from Mr. and Mrs. Kirwan to you, above mentioned.

To start with, the John J. Carlin Heating Company is not a party to the agreement in question; though, of course, it may be that it is not a corporation, but simply John J. Carlin himself trading under that name. But even if the John J. Carlin Heating Co. were a body corporate, with a legal identity entirely distinct from that of John J. Carlin, this agreement would be subject to the jurisdiction and authority conferred by law upon the Public Service Commission of Maryland, in relation to the rates of heating and refrigerating companies, and would be revokable, so far as the rate for community heat prescribed by it is concerned, by the exercise of this jurisdiction and authority by the Commission at any time. This was held true even of a special contract for a water rate entered into before the

passage of the Public Service Commission Law. *Yeatman vs. Public Service Commission*, 126 Md., 513. The Commission has no legal power to restrain the John J. Carlin Heating Company from filing such a rate schedule as that mentioned in its notice to its consumers.

I do not mean, however, to say that Mr. and Mrs. Kirwan may not have some contract right of redress, enforceable in the courts, against John J. Carlin, or the John J. Carlin Heating Company, if that is but a trade name under which he is carrying on business. Moreover, if the new rates fixed by the John J. Carlin Heating Company are unreasonable or excessive, the Commission has the power, on its own motion or on the complaint of any patron of the Company, to fix reasonable maximum rates.

Truly yours,

W. CABELL BRUCE,
General Counsel.

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Question of

Jurisdiction of Commission in Matter of
Street Conditions at Railway Crossing at
Bush and Russell Sts.

December 18, 1917.

Public Service Commission of Maryland:

Gentlemen:

I have received your communication of the 17th inst., submitting to me the correspondence which has passed between the Carr-Lowrey Glass Co. and you, with regard to the bad condition of the crossing over the tracks of the Maryland Electric Railways Co. at the intersection of Bush and Russell Sts.

If the present defective character of this crossing is of such a nature as to reasonably justify the conclusion that some motor, or other vehicle, may become stalled upon it and imperil the lives and limbs of passengers on moving cars of the Railway Company, you, in my judgment, have the legal authority to order the Railway Company to do whatever is reasonably necessary to be done to put the crossing into a safe condition.

By Section 23 of the Public Service Commission Law, it is provided that if, in the judgment of the Commission, any changes in or additions to the tracks or other property of a common carrier should reasonably be made, in order to promote the security or convenience of the traveling public, or the employees of the common carrier, the Commission may direct such changes or additions to be made within a reasonable time and in a manner to be specified in its order.

Truly yours,

W. CABELL BRUCE,
General Counsel.

APPENDIX IV

Summaries for Twelve Months Ended
September 30, 1917

METER TESTS

Gas, Electric, Water and Proportional

GAS TESTS AND ANALYSES

ACCIDENTS

Personal Accident Reports

TRANSPORTATION AND UTILITY COMPANIES

SUMMARY OF GAS METER TESTS FOR THE YEAR ENDED SEPTEMBER 30, 1917.

Size Lt.	Company	New			Old			Complaint			Totals			Company Totals
		O. K.	Fast	Slow	O. K.	Fast	Slow	O. K.	Fast	Slow	O. K.	Fast	Slow	
3	Annapolis Public Utilities Company	18	1	1	25	9	19				25	9	19	53
5					14	5	10				32	6	11	49
5	Chestertown Gas Company	17	4	3							17	4	3	24
3	Citizens Gas Company, Salisbury				36	7	17				36	7	17	60
5					6	2	2				6	2	2	10
10		1									1			1
2	Consolidated Gas Electric Light & Power Company	11		2	218	20	17				229	20	19	268
3					46	8	11				46	8	11	65
5		6,310	671	819	15,852	1,911	2,606	3	2	2	22,165	2,584	3,427	28,176
10		149	3	12	415	22	34			1	564	25	47	636
15					11	2	2				11	2	2	15
20		277	8	12	281	10	16				558	18	28	604
30		73	1	2	150	7	8				223	8	10	241
45		1			68	2	8				69	2	8	79
60		6			15						21			21
80					25	1	2				25	1	2	28
100					34	2					34	2		36
150					6						6			6
200		4		3	5						9		3	12
3	Consolidated Public Utilities Company, Westminster	28	1	1	77	8	7				105	9	8	122
5		6			7		1				13		1	14
10					1						1			1
20					1						1			1
45					2						2			2
3	Crisfield Light & Power Company				5		1				5		1	6
5					27	5	8				27	5	8	40
10					2	1	2				2	1	2	5
3	Eastern Shore Gas & Electric Company				66	9	21				66	9	21	96
5		2			4		1				6		1	7
3	Easton Light & Fuel Company	8	1								8	1		9
5		8							3		8	3		11
10		1							1		1	1		2
3	Easton, Sewell K., Woodbine	2									2			2
3	Elkton Gas Company				8	1	4				8	1	4	13

3	Hagerstown Light & Heat Company.....	23	1	2	269	72	163	209	72	163	504	
5	"				206	36	117	229	36	119	384	
10	"				6	1	6	6	1	6	13	
20	"				3			3			3	
30	"	2	1	1				2	1	1	4	
45	"				1			1			1	
150	"				1			1			1	
250	"						1			1	1	911
3	Hagerstown & Frederick Railway Company.....	21	5		247	48	50	268	53	50	371	
5	"	77	5	7	91	17	29	168	22	36	226	
10	"				4		2	4		2	6	
20	"				3			3			3	
45	"					1	1		1		2	
												608
3	Havre de Grace Gas Company.....	4			8		1	12		1	13	
5	"	9	9	4	7	1		16	10	4	30	
10	"	1						1			1	
5	Hyattsville Gas & Electric Company.....	91	20	12	71	29	27	162	49	39	250	44
3	Mattes, Frank L., Indian Head.....	1						1			1	250
5	Taneytown, Burgess and Commissioners of.....	1						1			1	1
100	Tucker, E., & Son, Forest Hill.....						1			1	1	1
5	West Virginia & Maryland Gas Company.....	180	34	87	169	19	74	169	19	74	262	
10					593	145	226	773	179	313	1,265	1,527
	Totals.....	7,332	764	968	19,086	2,401	3,495	3	6	3	26,421	34,058

Total new gas meters tested.....	9,064
Total old gas meters tested.....	24,982
Total complaint gas meters tested.....	12
Grand total, gas meters.....	34,058

SUMMARY OF ELECTRIC METER TESTS FOR THE YEAR ENDED SEPTEMBER 30, 1917.

Size Amps.	Company	New	Old	Complaint			Totals	Com- pany Totals
				O. K.	Fast	Slow		
5	Annapolis Public Utilities Company	103	9	.....	.....	.....	112	
10	"	20	11	.....	.....	.....	31	
15	"	2	.....	.....	.....	.....	2	
20	" .....	.....	2	.....	.....	.....	2	
25	"	10	.....	.....	.....	.....	10	
50	"	4	.....	.....	.....	.....	4	
75	"	3	.....	.....	.....	.....	3	
80	" .....	.....	1	.....	.....	.....	1	
								165
10	Antietam Electric Light & Power Co., Fairplay .....	.....	.....	.....	1	.....	1	
								1
10	Belair Electric Company	7	10	.....	.....	.....	17	
15	" .....	.....	1	.....	.....	.....	1	
200	" .....	.....	1	.....	.....	.....	1	
								19
150	Calvert Bldg. & Construction Co., Baltimore..	1	.....	.....	.....	.....	1	
								1
5	Cannon, Everett C., Princess Anne	15	.....	.....	.....	.....	15	
								15
5	Chestertown Electric Light & Power Co.	67	.....	.....	.....	.....	67	
10	"	19	.....	.....	.....	.....	19	
								86
3	Cons. Gas Electric Light & Power Co., Balto. ....	.....	80	.....	.....	.....	80	
5	"	5,399	2,452	.....	1	.....	7,716	
7	" .....	.....	5	.....	.....	.....	5	
7½	" .....	.....	38	.....	.....	.....	38	
10	"	406	668	.....	2	.....	1,076	
15	"	132	204	.....	.....	.....	336	
20	"	2	10	.....	.....	.....	12	
25	"	117	186	.....	.....	.....	303	
30	"	27	6	.....	.....	.....	33	
40	"	2	2	.....	.....	.....	4	
50	"	136	123	.....	1	.....	260	
60	"	2	4	.....	.....	.....	6	
75	"	66	88	.....	.....	.....	148	
80	"	2	.....	.....	.....	.....	2	
100	"	15	41	.....	.....	.....	56	
120	" .....	.....	5	.....	.....	.....	5	
150	"	19	41	.....	.....	.....	55	
200	"	10	17	.....	.....	.....	27	
300	"	11	14	.....	.....	.....	25	
400	"	1	3	.....	.....	.....	4	
450	" .....	.....	1	.....	.....	.....	1	
600	"	4	3	.....	.....	.....	7	
800	"	1	.....	.....	.....	.....	1	
1200	"	1	.....	.....	.....	.....	1	
								10,201
2	Cons. Public Utilities Company, Westminster. ....	.....	3	.....	.....	.....	3	
3	" .....	.....	1	.....	.....	.....	1	
5	" .....	.....	169	.....	.....	.....	169	
10	"	10	66	.....	.....	.....	76	
15	"	2	4	.....	.....	.....	6	
25	"	4	1	.....	.....	.....	5	
50	" .....	.....	10	.....	.....	.....	10	
75	" .....	.....	1	.....	.....	.....	1	
								271
5	Crisfield Ice Manufacturing Company .....	.....	18	.....	.....	.....	18	
10	" .....	.....	9	.....	.....	.....	9	
15	" .....	.....	1	.....	.....	.....	1	
25	" .....	.....	1	.....	.....	.....	1	
50	"	1	.....	.....	.....	.....	1	
75	"	1	1	.....	.....	.....	2	
								32
5	Delmarvia Utilities Company, Ocean City....	20	.....	.....	.....	.....	20	
10	"	9	.....	.....	.....	.....	9	
25	"	2	.....	.....	.....	.....	2	
50	"	4	.....	.....	.....	.....	4	
75	"	1	.....	.....	.....	.....	1	
								36
5	Eastern Shore Gas & Electric Company	280	83	.....	.....	.....	363	
10	"	37	9	.....	.....	.....	46	
15	"	23	8	.....	.....	.....	31	
25	"	14	3	.....	.....	.....	17	
50	" .....	.....	4	.....	.....	.....	4	
75	"	1	.....	.....	.....	.....	1	
								462
	Forward	6,890	4,394	.....	5	.....	11,289	11,289

SUMMARY OF ELECTRIC METER TESTS FOR THE YEAR ENDED SEPTEMBER 30, 1917
—Concluded.

Size Amps.	Company	New	Old	Complaint			Totals	Com- pany Totals
				O. K.	Fast	Slow		
.	Forward	6,890	4,394	5	11,289	11,289
5	Home Mfg. Light & Power Company, Elkton.	31	31	32
25	"	1	.....	.....	.....	.....	1
5	Hagerstown Municipal Electric Plant	285	3	288	304
12	"	1	.....	.....	.....	.....	1
15	"	7	.....	.....	.....	.....	7
20	"	.....	.....	.....	1	.....	1
60	"	.....	1	.....	.....	.....	1
75	"	3	.....	.....	.....	.....	3
100	"	2	.....	.....	.....	.....	2
120	"	.....	.....	.....	1	.....	1
3	Hagerstown & Frederick Railway Company...	1	1	1,457
5	"	547	550	.....	.....	.....	1,097
10	"	49	78	.....	.....	.....	127
15	"	45	24	.....	.....	.....	69
20	"	1	2	.....	.....	.....	3
25	"	82	36	.....	.....	.....	118
30	"	.....	2	.....	.....	.....	2
50	"	10	13	.....	.....	.....	23
60	"	.....	1	.....	.....	.....	1
75	"	4	.....	.....	.....	.....	4
100	"	7	.....	.....	.....	.....	7
120	"	.....	1	.....	.....	.....	1
150	"	1	1	94
200	"	.....	1	.....	.....	.....	1
1500	"	1	1	.....	.....	.....	2
5	Harpers Ferry Electric Light & Power Co.....	69	17	.....	.....	.....	86
10	"	1	2	3	45
15	"	2	1	.....	.....	.....	3
25	"	2	.....	.....	.....	.....	2
5	Havre de Grace Electric Company	22	9	.....	.....	.....	31
10	"	6	2	.....	.....	.....	8
25	"	1	1	2
40	"	.....	1	.....	.....	.....	1
50	"	1	1	.....	.....	.....	2
100	"	1	1	.....	.....	.....	2
5	Home Electric Light Company, Lonaconing...	1	1	1
10	"	.....	.....	1	.....	.....	1
10	Northern Virginia Power Company, Hancock.	1	1	2
								1
		8,073	5,142	1	7	1	13,224	13,224

Total new meters tested 8,073
Total old meters tested 5,142
Total complaint meters tested 9

Grand total, electric meters 13,224

GRAND SUMMARY OF METER TESTS.

Company	Gas	Electric	Totals
Annapolis Public Utilities Company.....	102	165	267
Antietam Electric Light & Power Company.....		1	1
Belair Electric Company.....		19	19
Calvert Building and Construction Company.....		1	1
Cannon, Everett C., Princess Anne.....		15	15
Chestertown Electric Light & Power Company.....		86	86
Chestertown Gas Company.....	24		24
Citizens Gas Company, Salisbury.....	71		71
Consolidated Gas Electric Light & Power Company.....	30,187	10,347	40,735
Consolidated Public Utilities Company, Westminster.....	140	271	411
Crisfield Ice Manufacturing Company.....		32	32
Crisfield Light & Power Company.....	51		51
Delmarvia Utilities Company, Ocean City.....		36	36
Eastern Shore Gas & Electric Company.....	103	462	565
Easton Light & Fuel Company.....	22		22
Easton, Sewell K., Woodbine (Carroll County).....	2		2
Elkton Gas Company.....	13		13
Hagerstown Light & Heat Company.....	911		911
Hagerstown Municipal Electric Plant.....		304	304
Hagerstown & Frederick Railway Company.....	608	1,457	2,065
Harpers Ferry Electric Light & Power Company.....		94	94
Havre de Grace Electric Company.....		45	45
Havre de Grace Gas Company.....	44		44
Home Electric Light Company, Lonaconing.....		2	2
Home Manufacturing Light & Power Company, Elkton.....		32	32
Hyattsville Gas & Electric Company.....	250		250
Mattes, Frank L., Indian Head, Md.....	1		1
Northern Virginia Power Company.....		1	1
Taneytown, Burgess and Commissioners of.....	1		1
Tucker, E., & Son, Forest Hill.....	1		1
West Virginia & Maryland Gas Company.....	1,527		1,527
Totals.....	34,058	13,224	47,282

Total gas meters.....	34,058
Total electric meters.....	13,224
Grand total.....	47,282

SUMMARY OF TESTS OF COMPLAINT METERS.

	1911	1912	1913	1914	1915	1916	1917
GAS METERS:							
Total number tested.....	24	56	26	21	23	18	12
Total over 2% fast.....	1	8	1	4	3	2	6
ELECTRIC METERS:							
Total number tested.....	23	30	10	4	7	12	9
Total over 4% fast.....	2	1	0	0	0	0	1
WATER METERS:							
Total number tested.....	2	3	18	13	20	16	13
Total over 4% fast.....	2	1	0	1	0	0	1

COMPLAINT GAS METER TESTS.

CONSOLIDATED GAS ELECTRIC LIGHT & POWER COMPANY OF BALTIMORE.

Date Test	Card No.	Size Lt.	Applicant	RESULTS			Paid by
				O. K.	% Fast	% Slow	
1-10-17	187	5	Mrs. Eugenie Dingman.....	O. K.	.....	.....	App.
1-11-17	188	10	Mrs. T. K. Miller.....	.....	.....	1.00	"
1-25-17	189	5	Geo. Barth.....	O. K.	.....	.....	"
4-12-17	191	5	Chas. Haneschlager.....	.....	.....	1.00	"
4-20-17	193	5	Wm. C. Mathews.....	.....	4.20	.....	Co.
5- 1-17	194	5	Walter W. Hampson.....	.....	.....	2.90	App.
8-15-17	195	5	W. J. Schaeffer.....	O. K.	.....	.....	"
9-10-17	196	5	C. W. Straub.....	.....	3.10	.....	Co.
Totals.....				3	2	3	

Total number tested..... 8

Total over 2% fast..... 2

COMPLAINT GAS METER TESTS OUTSIDE OF BALTIMORE.

Date Test	Card No.	Size Lt.	Applicant and Company	RESULTS			Paid by
				O. K.	% Fast	% Slow	
10-10-16	185	5	Easton Light & Fuel Co., Easton Light & Fuel Co. (Meter from premises of M. B. Nichols).....	.....	5.30	.....	Co.
11-13-16	186	5	Easton Light & Fuel Co., Easton Light & Fuel Co. (Meter from premises of Alfred Mason).....	.....	4.17	.....	"
2-12-17	190	10	Easton Light & Fuel Co., Easton Light & Fuel Co. (Meter from premises of C. S. Brown).....	.....	2.56	.....	"
4-10-17	192	5	Easton Light & Fuel Co., Easton Light & Fuel Co. (Meter from premises of E. McN. Shanahan).....	.....	5.30	.....	"
Totals.....				0	4	0	

Total number tested..... 4

Total over 2% fast..... 4

COMPLAINT ELECTRIC METER TESTS.
CONSOLIDATED GAS ELECTRIC LIGHT & POWER COMPANY OF BALTIMORE.

Date Test	Card No.	Size Amps.	Applicant	RESULTS			Paid by
				O. K.	% Fast	% Slow	
10- 3-16	86	5	Geo. F. Wennagel.....		0.44		App.
2- 7-17	92	10	C. E. Ellicott (Melvale, Md.).....			0.32	"
2- 7-17	93	10	C. E. Ellicott (Melvale, Md.).....			0.02	"
4-16-17	95	50	Clifton Candy Company.....		0.60		"
Totals.....				0	2	2	

Total number tested 4
Total over 4% fast..... 0

COMPLAINT ELECTRIC METER TESTS OUTSIDE OF BALTIMORE.

Date Test	Card No.	Size Amps.	Applicant and Company	RESULTS			Paid by
				O. K.	% Fast	% Slow	
1-18-17	90	20	F. W. Woolworth Co., Hagerstown Municipal Elec. Plant..		1.41		App.
1-31-17	91	120	D. A. Stickell & Sons, Hagerstown Municipal Elec. Plant..		2.50		"
2-28-17	94	10	Antietam Elec. Light & Power Co., Antietam Elec. Light & Power Co...		5.26		Co.
7-23-17	96	10	Home Elec. Light Co., Lonaconing, Home Elec. Light Co., Lonaconing. (Meter removed from premises of Gus Pappas, Lonaconing).....	O. K.			"
8- 1-17	98	5	Fred. Knippenberg, Home Elec. Light Co., Lonaconing..			1.00	App.
Totals.....				1	3	1	

Total number tested 5
Total over 4% fast..... 1

PRIVATE ELECTRIC METERS TESTED.

Date Test	Card No.	Size Amps.	Applicant	RESULTS			Paid by
				O. K.	% Fast	% Slow	
10-19-16	87	50	Calvert Building & Construction Co...		3.80		App.
3- 2-17	88	5	Lombardy Apartment Co.....		3.62		"
3- 2-17	89	5	Lombardy Apartment Co.....		3.63		"
8- 8-17	97	25	Calvert Building & Construction Co...		8.10		"
Totals.....				0	4	0	

COMPLAINT WATER METER TESTS FOR THE YEAR ENDED SEPTEMBER 30, 1917.

Date Test	Card No.	Size Inch	Applicant and Company	RESULTS			Paid by
				O. K.	% Fast	% Slow	
10-30-16	77	½	J. Godwin Hart, Baltimore County Water & Elec. Co.			0.33	App.
10-26-16	78	⅝	J. G. Oehrl. Suburban Water Co.			0.80	"
11- 2-16	79	½	J. O. Stafford, Baltimore County Water & Elec. Co.		0.24		"
1- 4-17	81	1	Paul Mansell, Baltimore County Water & Elec. Co.		4.30		Co.
3-22-17	83	⅝	Mrs. Catherine Negley, Washington County Water Co.		0.30		App.
7-12-17	85	⅝	Mrs. G. W. Singer, Suburban Water Co.	O. K.			"
7-20-17	86	⅝	A. H. Bishop, Sudbrook Development Co.	O. K.			"
7-20-17	87	¾	Herbert Harlan, Sudbrook Development Co.			4.90	"
8-14-17	88	1	Daniel H. Hamilton, Sudbrook Development Co.			14.30	"
8- 2-17	89	1	Ellicott City Water Co., (Meter from B. & O. R. R. Station)		0.40		"
8-22-17	90	⅝	Cleveland R. Bealmear, Suburban Water Co.		0.40		"
9-10-17	91	¾	W. W. Cator, Roland Park Water Co.	O. K.			"
9-14-17	92	⅝	T. Irvin Zimmerman, Suburban Water Co.		1.50		"
Totals.....				3	6	4	

Total number tested 13

Total over 4% fast..... 1

SUMMARY OF GAS TESTS AND ANALYSES.
CONSOLIDATED GAS ELECTRIC LIGHT AND POWER COMPANY OF BALTIMORE.

DATE	CANDLE POWER			B. T. U. TOTAL HEATING VALUE		
	High	Low	Ave.	High	Low	Ave.
October, 1916.....	19.6	17.9	18.8	624	587	600
November, 1916.....	20.1	18.0	18.9	618	580	599
December, 1916.....	19.9	18.2	19.2	614	583	599
January, 1917.....	20.0	17.7	18.8	613	582	600
February, 1917.....	20.2	17.0	18.6	623	582	600
March, 1917.....	19.4	16.0	18.0	618	573	600
April, 1917.....	19.3	15.9	18.0	615	581	597
May, 1917.....	20.2	14.7	18.1	619	585	601
June, 1917.....	19.3	16.0	17.5	625	582	600
July, 1917.....	18.2	13.4	16.5	613	576	600
August, 1917.....	18.4	14.5	16.5	614	579	601
September, 1917.....	19.2	16.1	18.1	610	581	600
RANGE IN AVERAGE						
Candle Power			Heating Value			
Maximum.....	19.2			601		
Minimum.....	16.5			597		

INTERRUPTIONS TO POWER SUPPLY—ELECTRIC RAILWAYS. SUMMARY OF REPORTS UNDER COMMISSION'S ORDER

No. 792.

Company	TIME OFF IN HOURS AND MINUTES												Total Time Off	Average per Month	
	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.			
	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m.	h. m. a.
Capital Traction Co., Washington, D. C.....										0.26			0.26	0.02.10	
Cumberland Electric Railway Co., Cumberland, Md.....	0.31	0.13		0.29			0.38			0.35	1.48	0.55	5.09	0.25.45	
United Railways & Electric Co., Baltimore, Md.....		1.04	1.08	4.22	0.55	4.37	0.55	2.14		2.06	1.58	0.57	20.16	1.41.20	
Maryland Electric Railways Co., Annapolis, Md.....		0.08				1.16	2.42	0.33		0.06	3.56	134.41	143.22	11.56.50	
Hagerstown & Frederick Railway Co., Frederick, Md.....		1.00										0.15	1.15	0.06.15	
Washington, Baltimore & Annapolis Electric Railway Co., Baltimore, Md.					4.44	17.14	1.53		0.26	4.12	7.13	7.27	43.09	3.35.45	
Washington Railway & Electric Co., Washington, D. C.....		1.00	0.25	0.25						0.30	1.15		3.35	0.17.55	
Cumberland & Westernport Electric Railway Co., Cumberland, Md.....											1.15	0.40	1.55	0.09.35	
Towson & Cockeysville Electric Railway Co., Towson, Md.....	No in	terrptions.													
Chambersburg, Greencastle & Waynes- boro Street Railway Co. (Blue Ridge Ry.), Waynesboro, Pa.....	No in	terrptions.													
Washington & Great Falls Railway & Power Co., Washington, D. C.....				0.40				5.13	0.20	16.11	0.10		22.34	1.52.50	
Baltimore & Belair Electric Railway, Belair, Md.....	No in	terrptions.													
Totals.....	0.31	3.25	1.33	5.56	5.39	23.07	6.08	8.00	0.46	24.06	17.35	144.55	241.41	20.08.25	

SUMMARY OF PERSONAL ACCIDENT REPORTS OF ALL TRANSPORTATION COMPANIES IN THE STATE OF MARYLAND,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	Baltimore & Ohio Railroad Co.		The Penna. Railroad Co.		Philadelphia, Baltimore & Washington Railroad Co.		Western Maryland Railway Co.		Minor Steam Railroad Cos.		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Public:												
On right of way.....	27	13	4	4	6	4	4	9	6	2	47	32
Passengers.....	1	14	.....	15	2	9	.....	17	.....	6	3	61
Carried under contract.....	.....	2	.....	.....	.....	5	.....	.....	.....	1	.....	8
Others not trespassing.....	10	28	8	27	14	9	2	17	5	13	39	94
Total public.....	38	57	12	46	22	27	6	43	11	22	89	195
Employees:												
Trainmen.....	13	235	2	32	2	59	1	112	2	31	20	469
Trainmen in yards.....	1	35	.....	3	.....	14	1	18	1	1	3	71
Yard trainmen.....	2	161	2	48	.....	14	.....	49	.....	15	4	287
Trackmen and bridgemen.....	1	5	1	1	3	4	2	2	.....	.....	7	12
Other employees.....	5	10	2	8	.....	5	1	4	2	.....	10	27
Employees not on duty.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....
Total employees.....	22	446	7	92	6	96	5	185	5	47	45	866
Grand total.....	60	503	19	138	28	123	11	228	16	69	134	1061

**SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE MINOR GAS AND ELECTRIC COMPANIES IN MARYLAND,
OCTOBER 1, 1916—SEPTEMBER 30, 1917.**

[illegible]

SUMMARY OF PERSONAL ACCIDENT REPORTS OF ALL UTILITY COMPANIES IN THE STATE OF MARYLAND,
OCTOBER 1, 1916—SEPTEMBER 30, 1917.

Class of Person	Chesapeake & Potomac Telephone Co.		United Railways and Electric Co.		All Other Electric Railways		Consolidated Gas Electric Light and Power Co.		All Other Gas and Electric Companies		Total	
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Public:												
On street.....		8	13	732	10	4	1	1			24	745
Consumer's Premises or Com- pany's Territory.....		1	10	5,283	3	107					13	5,391
Vehicles and other places.....		2	7	258	3	14					10	274
Total public.....		11	30	6,273	16	125	1	1			47	6,410
Employees:												
Cars or construction.....		195	3	756	1	4		15		1	4	971
Track or operation.....		40	1	277	1	1		78		3	2	399
Consumer's Premises or Com- pany's Territory.....		64	1	368				21		1	1	454
Others.....		65	2	151	1	3		7	1		4	226
Total employees.....		364	7	1,552	3	8		121	1	5	11	2,050
Grand total		375	37	7,825	19	133	1	122	1	5	58	8,460

TRANSPORTATION COMPANIES.
PERSONS KILLED.
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Company	Public	Employees	Total
Baltimore & Ohio Railroad Co.....	38	22	60
The Pennsylvania Railroad Co.....	12	7	19
Philadelphia, Baltimore & Washington Railroad Co.....	22	6	28
Western Maryland Railway Co.	6	5	11
Minor steam railroad companies in Maryland.....	11	5	16
Totals.....	89	45	134

TRANSPORTATION COMPANIES.
PERSONS INJURED.
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Company	Public	Employees	Total
Baltimore & Ohio Railroad Co.....	57	446	503
The Pennsylvania Railroad Co.....	46	92	138
Philadelphia, Baltimore & Washington Railroad Co.....	27	96	123
Western Maryland Railway Co.....	43	185	228
Minor steam railroad companies in Maryland.....	22	47	69
Totals.....	195	866	1,061

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE BALTIMORE & OHIO RAILROAD COMPANY,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
On right of way...	2	1	1	...	2	2	1	3	5	2	3	1	3	...	...	...	2	2	3	1	3	...	2	1	27	13
Passengers.....	...	...	...	...	...	2	...	4	1	...	...	...	...	6	...	...	...	...	...	1	...	...	...	...	1	14
(Carried under contract.....)	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2
Others not trespassing.....	...	...	...	...	...	...	1	...	...	...	1	3	3	1	2	...	11	...	2	9	1	2	1	1	10	28
Total public....	2	1	1	...	2	5	1	9	6	2	4	4	6	7	2	1	2	13	5	11	4	2	3	2	38	57
Employees:																										
Trainmen.....	...	16	3	21	1	18	...	22	1	19	...	17	...	17	1	21	18	...	1	18	4	33	2	15	13	235
Trainmen in yards	...	5	...	5	...	4	...	3	...	8	...	2	...	3	...	...	1	...	...	1	2	...	1	...	1	35
Yard trainmen....	...	9	...	12	...	19	...	15	...	12	1	17	...	12	...	13	9	...	...	19	1	14	...	10	2	161
Trackmen and bridgemen.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	3	...	1	1	5
Other employees...	...	3	...	1	...	1	...	1	1	...	1	...	...	1	1	...	...	...	...	...	...	2	1	...	3	10
Employees not on duty.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total employees	...	34	3	39	1	42	1	41	2	39	2	36	...	33	2	35	28	1	2	38	5	54	3	27	22	446
Grand total.....	2	35	4	39	3	47	2	50	8	41	6	40	6	40	4	36	3	41	7	49	9	56	6	29	60	503

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE PHILADELPHIA, BALTIMORE & WASHINGTON RAILROAD COMPANY,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
On right of way....		1					1				1				1										4	
Passengers.....		1		2	2	1		3												1	1	2		6	9	
Carried under contract.....										4								1							5	
Others not trespassing.....				1	1	1		1	1		1					2	4				7	3		14	9	
Total public.....	1	1	3	3	4	2	1	4	1	4	2	1	1	1	1	2	4	1	1	1	7	6	2	22	27	
Employees:																										
Trainmen.....	2	7		8				3		3				1		11		4		6		3		5	59	
Trainmen in yards				1				1		1				1				2		3		2		2	14	
Yard trainmen.....		3					1				2		1				1		2		1		1		14	
Trackmen and bridgemen.....											1						1					1		3	4	
Other employees.....		2														1		1					1		5	
Employees not on duty.....					1																		1			
Total employees	2	12		9	1	8	4			4	1	7		3		12	1	9		11		7	10	6	96	
Grand total.....	2	13		12	5	10	1	8	1	8	3	8		4	1	14	5	10	12		7	13	3	28	123	

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE WESTERN MARYLAND RAILWAY COMPANY.
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
On right of way...	...	...	1	1	1	1	2	1	...	...	...	...	2	...	...	...	1	1	...	...	...	...	...	...	4	9
Passengers.....	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	...	...	...	17
Carried under con- tract.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Others not trespass- ing.....	...	2	...	1	1	1	1	...	...	...	...	1	1	...	...	...	...	...	1	8	2	...	1	...	2	17
Total public....	...	3	1	4	2	1	4	1	...	...	...	3	...	...	...	4	2	...	1	11	7	...	4	...	6	43
Employees:																										
Trainmen.....	...	12	...	11	...	...	9	1	9	...	...	11	8	...	...	10	8	...	6	...	12	...	7	...	1	112
Trainmen in yards	...	2	...	2	...	...	2	...	...	...	3	1	1	...	...	...	1	...	2	...	...	2	...	1	...	18
Yard trainmen...	...	6	...	7	...	...	4	...	5	...	4	4	4	...	...	1	5	...	1	...	3	...	4	...	...	49
Trackmen and bridgemen.....	1	...	...	...	...	...	1	...	...	...	1	1	...	...	...	...	...	...	...	...	...	...	1	...	2	2
Other employees...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1	4
Employees not on duty.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total employees	1	20	...	20	...	...	17	1	14	1	19	13	...	...	...	11	13	1	9	...	15	...	14	...	5	185
Grand total.....	1	23	1	24	2	21	21	2	14	1	19	16	...	...	...	15	1	15	1	20	22	...	18	...	11	228

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE PENNSYLVANIA RAILROAD COMPANY,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
On right of way....	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	...	4
Passengers.....	...	1	...	...	...	...	...	...	...	...	...	...	...	4	...	...	...	1	...	...	...	...	...	...	...	15
Carried under con- tract.....
Others not trespass- ing.....	1	6	...	...	...	2	...	...	...	...	...	...	6	5	...	...	...	12	1	2	8	27
Total public.....	...	2	...	...	1	8	...	6	...	2	...	1	...	4	...	1	7	6	...	...	1	13	2	3	12	46
Employees:																										
Trainmen.....	...	3	1	2	...	6	...	4	...	4	...	1	...	2	...	2	...	1	2	2	2	2	3	2	...	32
Trainmen in yards	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	3
Yard trainmen....	...	4	...	5	...	8	...	3	1	3	...	2	...	1	...	4	...	8	5	1	4	...	1	2	...	48
Trackmen and bridgemen.....	1	...	...	...	...	...	...	...	1	...	1
Other employees..	2	...	...	...	...	...	1	...	1	...	2	1	...	...	...	1	...	2	...	...	2	...	8
Employees not on duty.....
Total employees	...	8	1	9	...	14	...	7	1	8	...	4	...	5	1	7	...	9	4	9	...	8	...	7	...	92
Grand total.....	...	10	1	9	1	22	...	13	1	10	...	5	1	9	1	8	7	15	4	9	1	21	2	7	19	138

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE UNITED RAILWAYS & ELECTRIC COMPANY OF BALTIMORE,
OCTOBER 1, 1916—SEPTEMBER 30, 1917.

Class of Person.	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
Struck by cars.....	51	57	65	54	47	63	2	76	3	97	55	1	67	2	50	50	13	732					13	732		
Boarding cars.....	191	201	170	192	171	166		132		137	118		138		145	124	1	1,885					1	1,885		
Alighting from cars.....	1	121	143	98	91	106		76		123	142		155		191	1	6	1,516					6	1,516		
Leaving front platform.....	68	76	55	58	46	65		64		70	47		43		46	35		673								
Falling from cars..	14	10	13	17	12	9		18		23	12		14		15	11		168					2	168		
On cars.....	71	72	77	75	56	66		73		69	77		74		97	60		867					1	867		
Collisions.....	20	5	15	5	15	16		9		15	18		20		22	14		174								
In vehicles.....	14	11	17	18	12	18		21		26	28		34		29	30		258					7	258		
Other persons.....																										
Total public.....	1	545	555	6	450	509	2	469	3	560	2	497	2	545	3	595	3	6,273					30	6,273		
Employees:																										
On cars.....	45	42	56	46	1	53		57		66	86		82		100	71		756					3	756		
On track.....	31	17	18	20	23	24		25		26	24		21		22	26		277					1	277		
In shops and barns.....	37	18	25	37	47	33		19		33	32		32		31	24		368					1	368		
Other employees..	12	17	8	8	10	16		12		14	17		20		6	11		151					2	151		
Total employees.....	125	94	107	111	132	126	1	113		139	159		155		159	132		1,552					7	1,552		
Grand total.....	1	670	662	7	582	635	3	582	3	699	2	656	2	700	5	754	4	7,825					37	7,825		

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE CHESAPEAKE & POTOMAC TELEPHONE COMPANY OF BALTIMORE CITY,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person.	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
Public:																									
Street or stations.	1	1	1	1										4	1						1			8	
Subscriber's premises.	1	1																						1	
Other places.			1	1															1					2	
Total public.	2	2	2	2									4		1				1					11	
Employees:																									
Construction.	11	10		10		14	16	29		17		18		24	19		9	15		13				195	
Subscriber's premises.	5	3		3		6	6	1		4		2			3		3	3		2				40	
Exchanges.	5	4		4		8	6	2		8		3		14	6		4	3		1				64	
On street.	7	4		4		4	1			4		1			10		18	9		4				65	
Total employees	28	21		21		32	29	32		33		24		44	38		34	30		20				365	
Grand total.	30	23		23		32	29	32		33		28		45	38		35	31		20				376	

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE CONSOLIDATED GAS ELECTRIC LIGHT & POWER COMPANY OF BALTIMORE, OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person.	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
Street or stations.		1					1																		1	1
Consumer's premises.																										
Other places.																										
Total public.		1					1																		1	1
Employees:																										
Construction.				1		5			3					1					1		3		1		15	15
Operation.				6		1	6		12		13	6				5	4		5		7		13		78	78
Consumer's premises.				3		3					2	2				1	9				1				21	21
Other places.				2															2		1		2		7	7
Total employees.				12		9	6		15		15	9				6	13		8		12		16		121	121
Grand total.		1		12		9	6	1	15		15	9				6	13		8		12		16	1	122	122

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE MINOR STEAM RAILROAD COMPANIES IN MARYLAND,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	October, 1916.		November.		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
On right of way...	2	...	...	1	...	1	...	1	...	1	...	1	1	1	...	...	...	1	...	2	...	...	...	...	6	2
Passengers.....	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	6
Carried under con- tract.....	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Others not trespass- ing.....	...	1	...	5	...	...	1	...	...	...	...	...	...	...	...	...	...	...	1	...	5	5	...	...	5	13
Total public....	2	2	...	6	...	1	2	1	...	1	2	1	1	1	...	1	...	1	2	1	5	5	...	...	11	22
Employees:																										
Trainmen.....	2	...	...	2	...	2	1	1	...	...	3	...	4	4	...	5	...	4	...	2	1	5	...	2	2	31
Trainmen in yards	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	1	...	...	...	...	...	...	1	1
Yard trainmen...	1	...	...	...	...	3	2	3	...	...	3	2	2	2	...	...	2	2	...	...	2	...	...	...	...	15
Trackmen and bridgemen.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...
Other employees...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...
Employees not on duty.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Total employees	3	1	...	2	...	2	3	4	...	...	1	6	6	6	...	5	1	7	2	2	1	7	...	1	2	47
Grand total.....	2	5	1	6	...	3	5	1	4	1	8	1	7	7	...	6	1	8	3	2	6	12	1	2	16	69

SUMMARY OF PERSONAL ACCIDENT REPORTS OF THE MINOR ELECTRIC RAILWAYS COMPANIES IN MARYLAND,
OCTOBER 1, 1916, TO SEPTEMBER 30, 1917.

Class of Person	October, 1916.		November		December.		January, 1917.		February.		March.		April.		May.		June.		July.		August.		September.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Public:																										
Pedestrians.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
Passengers.....	...	5	1	1	...	...	1	2	...	1	...	...	...	35	...	3	2	...	...	...	2	...	50	3	107	
In vehicles.....	...	...	...	5	...	3	1	1	...	...	1	3	...	...	...	3	1	...	...	...	...	1	2	3	14	
Total public....	1	6	2	6	1	4	1	3	...	1	2	4	1	35	...	7	1	2	1	4	2	5	54	16	125	
Employees:																										
On cars.....	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	...	...	1	1	1	...	...	1	4	
On track.....	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	
In shops and barns	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Others.....	...	1	1	...	...	...	...	1	...	...	...	1	...	...	...	1	...	...	...	...	...	...	...	...	...	3
Total employees.	...	1	2	...	...	...	2	2	...	...	...	1	2	...	...	1	...	...	1	1	1	...	...	3	8	
Grand total.....	1	7	4	6	1	4	1	5	...	1	2	4	1	37	...	8	1	2	1	5	3	6	54	19	133	

GRADE CROSSING ACCIDENTS, OCTOBER 1, 1916, TO SEPTEMBER 30, 1917

Date	Company	Public or Private Crossing and Protection	Location	Pedestrians			In Vehicles		Remarks
				Killed	Injured	Killed	Killed	Injured	
Oct. 22, 1916	West. Md. Ry. Co.	Public; bell	Pike; W. of Hampstead	..	..	..	..	2	.. with struck by freight train.
Nov. 10, 1916	P., B. & W. R. R. Co.	Public; watchman	Short Lane	..	1	..	..	..	Team collided with car.
Nov. 10, 1916	Towson & Cockeysville El Ry. Co.	Public	N of Towson	..	..	..	..	1	Team collided with passenger train.
Nov. 14, 1916	West. Md. Ry. Co.	Public; sign	W. of Smithsburg Station	..	..	..	..	1	Auto collided with car.
Nov. 15, 1916	Md. El. Ry. Co.	Public; watchman	Maryland Ave., Westport.	..	..	..	..	1	Team struck by freight train.
Nov. 16, 1916	Cumb. & Penna R. R. Co.	Public	Mt. Savage	..	..	..	..	2	Team struck by freight train.
Nov. 17, 1916	Balto & Belair El Ry. Co.	Public	Harford Rd., N. of List Ave	..	..	..	..	1	Team collided with car.
Nov. 26, 1916	Wash. Ry. & El. Co.	Public	Sligo	..	..	..	..	2	Team collided with car.
Nov. 28, 1916	Cumb. & Penna R. R. Co.	Public	Westport	..	..	..	..	3	Auto struck by freight train.
Dec. 3, 1916	P. B. & W. R. R. Co.	Public; gates and watchman	Edgewood	..	..	..	..	1	Team struck by passenger train.
Dec. 9, 1916	West. Md. Ry. Co.	Public; no protection	Virginia Ave., Cumberland	..	..	1	..	..	Team struck by passenger train.
Dec. 12, 1916	Penna R. R. Co.	Private; no protection	S. of Ruxton	..	..	..	..	..	Auto collided with passenger train.
Dec. 22, 1916	P., B. & W. R. R. Co.	Public; gates and watchman	Oakington	..	..	1	..	..	Team collided with passenger train.
Dec. 27, 1916	Penna. R. R. Co.	Public; signs	York Rd., S. of New Midway	..	..	..	..	4	Auto collided with freight train.
Jan. 10, 1917	B. & O. R. R. Co.	Public; watchman	Union St., Cumberland	..	..	..	..	1	Auto struck by freight engine.
Jan. 19, 1917	P., B. & W. R. R. Co.	Public; signs	Talbart	..	..	..	..	2	Team struck by freight train.
Jan. 25, 1917	West. Md. Ry. Co.	Public; watchman	Elizabeth St., Hagerstown	..	..	..	..	1	Taxicab struck by freight engine.
Jan. 29, 1917	B. & O. R. R. Co.	Public; gates and watchman	Hanover and Wells Sta., Baltimore	..	..	..	..	1	Auto collided with freight train.
Jan. 30, 1917	Capital Traction Co.	Public	Chevy Chase	..	..	..	..	1	Team struck by car.
Feb. 28, 1917	B. & O. R. R. Co.	Public; gates and watchman	Mt. Winans	..	..	1	..	..	Team struck by passenger train.
Mar. 2, 1917	B. & O. R. R. Co.	Public; watchman	Jackson	..	..	1	..	1	Team struck by passenger train.
Mar. 6, 1917	P., B. & W. R. R. Co.	Public; signs	Roe's, N. of Barclay	..	..	1	..	..	Team struck by passenger train.
Mar. 12, 1917	B. & O. R. R. Co.	Public; watchman	Cumberland Yard	..	..	..	..	2	Team struck by freight engine.

Mar. 23, 1917	United Rys. & El. Co.	Private; no protection	Sparrow's Point Cut-off	1	1	Team collided with car.
Mar. 25, 1917	W., B. & A. El. Ry. Co.	Public; no protection	Scott and Hamburg Sta., Baltimore	1	3	Auto collided with car.
April 21, 1917	B. & O. R. R. Co.	Public; gates, bell and watchman	Hyattsville	2	5	Auto struck by passenger train.
May 2, 1917	P., B. & W. R. R. Co.	Public; bell and signs	Kennedyville	1	1	Auto bus collided with passenger train.
May 10, 1917	B. & O. R. R. Co.	Public; gates, bell and watchman	Singerly	2	2	Auto struck by freight train.
May 13, 1917	P., B. & W. R. R. Co.	Public; gates	Bridge St., Elkton	1	1	Auto collided with freight train.
May 22, 1917	Wash. Ry. & El. Co.	Public	Bladensburg	2	2	Team struck by car.
June 6, 1917	Penna. R. R. Co.	Public; watchman	15th St., Highlandtown	5	5	Electric car collided with light engine.
June 10, 1917	B. & O. R. R. Co.	Public; bell	W. of Douba	5	5	Auto struck by freight train.
June 19, 1917	West. Md. Ry. Co.	Public; bell	Forest Drive; Hagerstown	1	1	Auto struck by freight train.
June 21, 1917	P., B. & W. R. R. Co.	Public; gates, bell and watchman	Bridge St., Elkton	4	4	Auto struck by passenger train.
June 22, 1917	Penna. R. R. Co.	Public; watchman, bell and signs	Parker's, W. of White Hall	6	6	Auto struck by passenger train.
June 23, 1917	Wash. Ry. & El. Co.	Public	Beltsville	1	1	Auto struck by car.
June 23, 1917	B. & O. R. R. Co.	Public; watchman and trainmen	Williams St., Cumberland	4	4	Auto struck by freight train.
June 25, 1917	B. & O. R. R. Co.	Private; no protection	W. of Laurel	1	1	Sulky plow struck by passenger train.
July 6, 1917	B. & O. R. R. Co.	Public; watchman	Brooklyn	4	4	Auto collided with yard engine.
July 7, 1917	Chesapeake Beach Ry. Co.	Public	Beall's	1	1	Auto struck by passenger train.
July 9, 1917	B. & O. R. R. Co.	Public; gates and bell	Berwyn	2	2	Auto struck by passenger train.
July 19, 1917	United Rys. & El. Co.	Private; no protection	Sparrow's Point Cut-off	1	1	Auto struck by car.
July 24, 1917	West. Md. Ry. Co.	Public; watchman	Antietam St., Hagerstown	6	6	Auto struck by freight train.
July 27, 1917	B. & O. R. R. Co.	Public; gates and watchman	Havre de Grace	1	1	Team struck by work train.
July 30, 1917	West. Md. Ry. Co.	Public; bell	Kemps	1	1	Team struck by passenger train.
July 31, 1917	B. & O. R. R. Co.	Public; watchman	Williams St., Cumberland	2	2	Team struck by freight train.
Aug. 1, 1917	Penna. R. R. Co.	Public	Pine St., Salisbury	11	11	Auto struck by freight train.
Aug. 8, 1917	West. Md. Ry. Co.	Public; watchman	Washington St., Hagerstown	2	2	Auto struck by mixed train.
Aug. 9, 1917	B. & O. R. R. Co.	Public; gates and watchman	Ridgely St., Baltimore	1	1	Auto struck by passenger train.

GRADE CROSSING ACCIDENTS, OCTOBER 1, 1916, TO SEPTEMBER 30, 1917—Concluded.

Date	Company	Public or Private Crossing and Protection	Location	Pedestrians		In Vehicles		Remarks
				Killed	Injured	Killed	Injured	
Aug. 24, 1917	B. & O. R. R. Co.	Public; no protection	Brunswick St., Baltimore				1	Auto struck by freight train.
Aug. 26, 1917	Chesapeake Beach Ry. Co.	Public	Upper Marlboro			5	5	Auto struck by passenger train.
Aug. 30, 1917	P., B. & W. R. R. Co.	Public; watchman	Short Lane			7	3	Auto struck by light engine.
Sept. 6, 1917	P., B. & W. R. R. Co.	Public; gates and watchman	Calverton Rd., Baltimore	1				Struck by passenger train.
Sept. 8, 1917	B. & O. R. R. Co.	Public; signs	Perryman				1	Auto struck by freight train.
Sept. 13, 1917	B. & O. R. R. Co.	Public; watchman	Harrison St., Cumberland	1				Struck by freight train.
Sept. 13, 1917	B. & O. R. R. Co.	Public; watchman	Silver Springs	1				Watchman struck by passenger train.
Sept. 15, 1917	Penna. R. R. Co.	Private; no protection	Ladiesburg				1	Team struck by passenger train.
Sept. 22, 1917	United Rys. & El. Co.	Public	Sparrow's Point Cut-off				1	Team struck by car.
Sept. 22, 1917	P., B. & W. R. R. Co.	Public; watchman	Conowingo				1	Auto struck by freight train.
Sept. 24, 1917	Balto. & Belair El. Ry. Co.	Public; no protection	Harford Rd. and German Lane			1	1	Auto collided with car.
Sept. 24, 1917	West. Md. Ry. Co.	Public; watchman	Franklin St., Hagerstown	1				Watchman struck by freight train.
Sept. 25, 1917	West. Md. Ry. Co.	Public; bell	North Junction				1	Auto struck by freight train.
Totals				4	6	40	97	

	Killed	Injured	Totals
Baltimore & Ohio Railroad Company	11	31	42
Pennsylvania Railroad Company	6	23	29
Philadelphia, Baltimore & Washington Railroad Company	14	9	23
Western Maryland Railway Company	3	14	17
Miscellaneous Steam Railroads	5	11	16
Miscellaneous Electric Railways	5	15	20
Total deaths and injuries	44	103	147

APPENDIX V

PRELIMINARY STATEMENT.

The corporations named below are operated as parts of other systems:

STEAM RAILROADS.

CORPORATION NOT OPERATING.	CORPORATION OPERATING.
Baltimore Belt R. R. Co.....	Baltimore & Ohio R. R. Co.
Baltimore & Ohio R. R. Co. in Pa....	Baltimore & Ohio R. R. Co.
Confluence & Oakland R. R. Co.....	Baltimore & Ohio R. R. Co.
Lancaster, Cecil & Southern R. R. Co.	Baltimore & Ohio R. R. Co.
Metropolitan Southern R. R. Co.....	Baltimore & Ohio R. R. Co.
Washington County R. R. Co.....	Baltimore & Ohio R. R. Co.
Columbia & Port Deposit Ry. Co....	Phila., Balto. & Wash. R. R. Co.
Delaware R. R. Co.....	Phila., Balto. & Wash. R. R. Co.
Delaware, Md. & Va. R. R. Co.....	Phila., Balto. & Wash. R. R. Co.
Elkton & Middletown R. R. Co.....	Phila., Balto. & Wash. R. R. Co.
Phila. & Balto. Central R. R. Co....	Phila., Balto. & Wash. R. R. Co.
Md. & Pa. Terminal Ry. Co.....	Maryland & Pennsylvania R. R. Co.
York, Hanover & Fredk. R. R. Co....	Pennsylvania R. R. Co.
George's Creek & Cumberland R. R. Co....	Western Maryland Ry. Co.

ELECTRIC RAILROADS.

CORPORATION NOT OPERATING.	CORPORATION OPERATING.
Balto., Sparrow's Pt. & Ches. Ry. Co..	United Railways & Electric Co.
Balto., Halethorpe & Elk. Ry. Co....	United Railways & Electric Co.
Loraine Electric Ry. Co.....	United Railways & Electric Co.
Blue Ridge Ry. Co.....	Cham., Green. & Waynesboro Ry. Co.
Sandy Springs Ry. Co.....	Kensington Ry. Co.
Washington & Glen Echo R. R. Co...	Washington Ry. & Electric Co.
Washington, Berwyn & Laurel Elec. Ry. Co..	Washington Ry. & Electric Co.

ELECTRIC LIGHT COMPANIES.

CORPORATION NOT OPERATING.	CORPORATION OPERATING.
Baltimore Electric Light Co.....	Con. Gas Electric Light & Power Co.
Baltimore County Electric Co.....	Con. Gas Electric Light & Power Co.
Mt. Washington E. L. & P. Co.....	Con. Gas Electric Light & Power Co.
Patapsco Elec. & Mfg. Co. of Md....	Con. Gas Electric Light & Power Co.
Patapsco Elec. & Mfg. Co. of Del....	Con. Gas Electric Light & Power Co.
Roland Park Electric & Water Co...	Con. Gas Electric Light & Power Co.

FRAGMENTARY REPORTS.

The following abstracts are from the reports of various Corporations which were rendered in such incomplete or otherwise defective form as to furnish little or no material for the statistical tables. Where inconsistencies were shown in the figures given, or where information called for was not given, the reporting Corporation was notified, but failed to correct the figures or supply the information required.

1—BALTIMORE AND VIRGINIA RAILWAY COMPANY.

Electric railway not yet constructed.

2—BLUE RIDGE WATER COMPANY.

Capital stock, \$28,120. Plant cost \$29,020. Revenue, \$2,797. Expenses, \$2,721. Has 1 reservoir, 150,000 gallons capacity. 2 pumps. 1 engine, 50 H. P. 1 boiler, 100 H. P. Has 98 consumers.

3—GEO. A. BOUNDS & COMPANY.

Electric generator operated in connection with a mill and packing-house. Revenue, \$720. Expenses, \$1,650. Has 55 consumers.

4—EVERETT C. CANNON.

Operates a small electric plant costing \$13,000. Capital, \$5,000. First mortgage, dated March 12, 1915, \$8,000. Revenue, \$5,188. Expenses, \$3,420. Has 2 generators, 70 K. W. 125 consumers.

5—CENTREVILLE ELECTRIC LIGHT PLANT.

Plant owned by the town of Centreville. Plant cost \$34,300. Funded debt, \$23,500. Revenue, \$13,340. Expenses, \$11,841. Depreciation, \$2,500. Has 2 generators, 200 K. W. 363 consumers.

6—CHESTER RIVER STEAMBOAT COMPANY.

Capital stock, \$100,000. Owned by the Maryland, Delaware and Virginia Ry. Co. The Company ceased operating in 1905.

7—CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY.

Telephone line for railroad operations, but as a convenience to the public allows use of its lines at published rates. Has 35½ miles poles. 286.43 miles aerial wire. Cost, \$4,223.22. Gross revenue, \$227.76.

8—DENMORE PARK HOTEL WATER, LIGHT AND HEATING CO.

Private plant. Cost, \$6,877. Revenue, \$3,077. Expenses, \$2,119. Has 301 consumers. 3 artesian wells. 3 pumps. 3 gas engines. 1 standpipe 15,000 gallons capacity. 2 miles 1 to 3 inch mains.

9—EASTON LIGHT AND FUEL COMPANY.

In hands of receivers. Capital stock, \$50,000. First mortgage 5% 20-year bonds due July 1, 1934, \$50,000. Total assets, \$31,541. Total liabilities, \$128,413.

10—EVERGREEN WATER COMPANY.

Private plant operated in connection with a suburban development. Plant cost \$25,315. Revenue, \$1,658. Expenses, \$1,705. Has 2 artesian wells. 2 pumps. 2 gas engines, 43 H. P. 1 standpipe, 55,000 gallons capacity. 1.14 miles 2 to 4 inch mains. 125 consumers.

11—FROSTBURG-GRAHAMTOWN WATER COMPANY.

A co-operative water company. Capital stock, \$1,250. Plant cost \$1,500. Revenue, \$469. Expenses, \$212. Consumers, 59.

12—HAGERSTOWN AND CLEAR SPRING RAILWAY COMPANY.

Not yet under construction.

13—LAUREL—MAYOR AND CITY COUNCIL.

Operates electric plant and water works. Electric plant cost \$15,000. Water works cost \$68,000. Bonds issued, \$45,000, 4%, due 1946, and \$38,000, 5%, due 1955. Has 2 generators, 100 K. W. 18 miles pole lines. 33 transformers. 235 meters. 229 consumers. 147 incandescent street lamps.

14—LYNCH RURAL TELEPHONE COMPANY.

A small country plant having 4 miles pole lines. Capital stock, \$600. Plant cost \$324. Has 6 subscribers. Revenue, \$6.00. Expenses, \$49.

15—OVERLEA REALTY COMPANY.

Operates a water works in connection with a suburban development. Plant cost \$8,460. Revenue, \$731. Expenses, \$460. Has 2 artesian wells. 2 standpipes, 15,000 gallons capacity. 2 pumps. 1 gas engine. 1 electric motor. 1 mile 2 to 6 inch mains. Has 68 consumers.

16—RIGGIN COMPANY, N. L.

Owner of power barge "E. K. Reed." Marine equipment, \$10,000. Wharf property and real estate, \$3,000. Operating expenses, \$4,100.

17—RINGGOLD TELEPHONE COMPANY.

A small country line connected with the Chesapeake and Potomac Telephone Company. Capital stock, \$500. Has 9 miles of pole lines. 9 subscribers. Revenue, \$72. Expenses, \$52.

18—ROUZERVILLE WATER COMPANY.

Operates principally in Pennsylvania. Plant cost \$7,984. Revenue, \$1,483. Expenses, \$876. Has 65 consumers in Maryland. Has 2 pumps, 60,000 gallons daily capacity. 1 gasoline engine, 6 H. P. 1 water wheel, 15 H. P. 2 reservoirs, 175,000 gallons capacity. 2½ miles 1 to 2 inch mains.

19—THE SEVERNA COMPANY.

Operates water works in connection with land development. Water works cost \$12,000. Revenue, \$602. Expenses, \$619. Has 2 reservoirs, 24,000 gallons capacity. 1 pump, 57,600 gallons daily capacity. 1 electric motor, 3 H. P. 2 miles 1 to 3½ inch mains. Has 23 consumers.

20—STOCKHAM, EDWARD V.

Owner of power barge "Chelsea." Marine equipment, \$7,634. Operating revenue, \$6,850. Operating expenses, \$8,637.

21—STOCKHAM ELECTRIC LIGHT COMPANY.

Partnership investment, \$7,155. Plant cost \$7,755. Revenue, \$1,658. Expenses, \$1,901. Plant consists of 2 oil engines, 75 H. P. 1 generator, 25 K. W. 6 miles pole lines. 8 transformers. 50 meters. 95 consumers.

22—SUSQUEHANNA POWER COMPANY.

Sold under foreclosure. Purchased by Frank J. Hoen for \$300,000. Subject to \$150,000 underlying 6% bonds. Sale ratified by Court May 2, 1914. On account of litigation reorganization plans have not been perfected.

23—TERMINAL FREEZING AND HEATING COMPANY.

Capital stock, common, \$675,000. Capital stock, preferred, \$794,400. First mortgage, 5% 20-year gold bonds outstanding, \$265,000. Collateral trust notes 6%. \$75,000. Revenue from steam heating, \$92,025. Operating expenses, \$80,782. Interest on funded debt and taxes paid, \$9,008. Net income from operations, \$2,234.

24—UNION TRANSFER COMPANY.

Incorporated under the laws of the State of Pennsylvania in February, 1867. Investments in State of Maryland, \$43,535. Operating revenue in Maryland, \$49,119. Operating expenses in Maryland, \$50,113. Deficit from operation, \$994.

25—WASHINGTON, BERWYN AND LAUREL ELECTRIC RAILWAY COMPANY.

Organized September 27, 1910. No capital stock outstanding. Property sold to the City and Suburban Railway Company of Washington October 20, 1910.

26—WASHINGTON, WESTMINSTER AND GETTYSBURG RAILROAD COMPANY.

Not operating. Capital stock, \$579,800. No statement of assets and liabilities.

27—WAYNESBORO ELECTRIC COMPANY, WAYNESBORO, PA.

Statement June 30, 1917. Assets, \$157,651. Liabilities, \$150,814. Surplus, \$6,837. Distributes electricity in Pen-Mar, Md. Has 57 consumers. Revenue in Maryland, \$1,261. Expenses in Maryland, \$769.

28—WEEMS STEAMBOAT COMPANY.

Capital stock, \$600,000. Owned by the Maryland, Delaware & Virginia Ry. Co. The Company ceased operating in 1905.

29—WESTERN UNION TELEGRAPH COMPANY OF BALTIMORE CITY.

Operated as part of the Western Union Telegraph Company System. Capital stock, \$60,000. Has 1,069 miles pole lines. 17,511 miles aerial wire. 1,229 miles underground wire. 9 miles submarine wire. 14 6-10 miles single duct. Has 489 male and 118 female employees. Revenue from intrastate business, \$37,514. Expenses in Maryland not separated in system accounts.

30—WOODALL AND WELCH FREIGHTING COMPANY.

A partnership consisting of J. E. Woodall, Jr., and John Welch, successors to J. E. Woodall, Jr. Owners of power boat "Kitty Woodall," valued at \$12,000. Operating revenue, \$3,057. Operating expenses, \$2,145.

CORPORATIONS NOT REPORTING.

STEAM RAILROADS:

Preston Railroad Company.

ELECTRIC RAILWAYS:

Hagerstown, Greencastle & Mercersburg Railway Company.

Hagerstown and Clear Spring Railway Company.

North Beach Railway Company.

Towson and Cockeysville Railway Company.

Washington, Woodside and Forest Glen Railway Company.

Washington and Maryland Railway Company.

ELECTRIC COMPANIES:

Electric and Ice Manufacturing Company.

Glen Burnie Electric Light and Power Company.

Geo. F. Praether.

Severna Park Electric Company.

TELEPHONE COMPANIES:

Silver Run Telephone Company.

WATER COMPANIES:

Salisbury Water Company.

Sudbrook Water Works.

Linthicum Heights Water Company.

Maryland Water Company of Cecil County.

MISCELLANEOUS:

Havre de Grace and Perryville Bridge Company.

32	Crisfield Light & Power Co.	30,000	30,000	60,000	1,800	3,000
22	Citizens Gas Co.	65,000	120,000	185,000	7,200	
22	Chestertown Gas Co.	15,000	17,000	32,000	850	
32	Crisfield Ice Manufacturing Co.	50,000		50,000		
32	Chesapeake & Potomac Telephone Co. of Baltimore City	10,000		10,000		
52	Cumberland Valley Telephone Co.	138,600		138,600		
52	Cecil Farmers' Telephone Co.	13,625	1,500	15,025	75	
94	Chester River Steamboat Co.	100,000		100,000		
32	Cannon, Everett Co.	5,000	8,000	13,000	480	
6	Delaware Railroad Co.	4,987,275	500,000	5,487,275	22,500	398,182
6	Delaware, Maryland & Virginia Railroad Co.	454,700	1,043,970	1,498,670	37,900	
32	Delmarvia Utilities Co.	76,000	10,000	86,000	600	420
32	Delta Electric Power Co.	29,500	48,500	78,000	1,130	
72	Delmar Water Co.	35,000	30,000	65,000	1,800	
72	Dorchester Water Co.	103,970		103,970		7,278
78	Denmore Park Water, Light & Heating Co.	6,875		6,875		
6	Co.	76,800		76,800		
2	Co.	50,000		50,000		
32	Co.	275,000	490,000	765,000	24,887	19,250
22	Co.	16,080	6,000	22,080	360	
32	Department.	7,500		7,500		600
32	Co.	12,000	30,000	30,000	1,500	
72	Co.	25,315		25,315		600
72	Co.	50,000	50,000	100,000	3,000	
232	Easton Light & Fuel Co.	25,000	20,000	45,000	945	
72	Fillicott City Water Co.					
72	Frostburg Water Co.	9,950		9,950		
72	Frostburg-Grahamtown Water Co.	1,250		1,250		
6	County.	3,500,000		3,500,000		
23	County.	10,000		10,000		
38	County.	100,000		100,000		10,575
52	County.	16,000	800	16,800	48	
12	Co.	2,035,000	3,299,300	5,334,300	100,128	
22	Co.	200,000	291,000	491,000	14,550	
32	Co.	50,000		50,000		
32	ower Co.	8,600	43,400	52,000	2,604	
22	Co.	80,000		80,000		7,740
22	Co.	50,000	50,000	100,000	2,500	
32	Co.	13,825	17,800	31,625	400	
32	Co.	29,000		29,000		
32	Light Plant.	75,000	47,000	125,000	1,880	
72	Light Plant.		50,000	50,000	2,000	
32	Idlewild Electric Light, Heat & Power Co.	17,000	33,000	50,000	2,388	
12	Kennington Railway Co.	25,000	35,000	60,000	1,750	
6	Lancaster, Cecil & Southern Railway Co.	200,000	200,000	400,000		
16	Loraine Electric Railway Co.	5,000		5,000		

Alphabetical List of Corporations Reporting—Continued.

Marginal Number.	TITLE OF CORPORATION.	CAPITAL STOCK.		FUNDED DEBT.		TOTAL CAPITAL & STOCK.	INTEREST ACCRUED ON FUNDED DEBT.	DIVIDENDS DECLARED ON CAPITAL STOCK.
		1	2	3	4	5		
72	Lonsseong Water Co.....	\$70,000	\$27,500	\$97,500	\$1,800	\$2,100		
52	Lynch Rural Telephone Co.	600		600				
6	.....	3,000,000	2,000,000	5,000,000	100,000			
2	.....	1,602,500	2,343,450	3,945,950	66,495			
6	.....	200,000	200,000	400,000	10,000			
6	.....	1,200,000	1,200,000	2,400,000				
12	.....	1,164,000	5,489,000	6,653,000	274,450	500		
32	.....	5,000		5,000				
32	.....	83,260	83,000	83,000	3,700			
36	.....	5,380		5,380				
22	.....	9,500		9,500				
72	.....	42,500	13,000	55,500	780			
72	.....	41,500	27,000	68,500	1,312			
52	Mapleville Telephone Co.....	300		300				
52	Maryland Telephone Co. of Baltimore.....	1,000,000		1,000,000				
56	Maryland & Delaware Telephone & Telegraph Co.....	11,120		11,120				
2	.....	2,500,000	4,081,000	6,581,000	166,547	300,000		
2	.....	27,077,200	7,063,351	34,140,551	358,453	2,166,172		
2	.....	142,167,200	93,894,500	236,061,700	4,137,227	10,064,010		
12	.....	28,300	13,000	41,300	650			
32	New Windsor Electric Light & Water Co.....	4,900		4,900				
42	Northern Natural Gas Co.....	100,000		100,000		8,000		
32	Northern Virginia Power Co.....	600,000	362,000	962,000	20,190	60,000		
72	Overlea Realty Co (Water).....	8,460		8,460				
6	.....	2,497,150	2,419,769	4,916,919	62,884			
2	.....	26,436,950	26,026,145	52,463,095	1,016,120	1,057,478		
36	Railway Co.....	200,000		200,000				
36	.....	225,000		225,000				
36	.....	18,665		18,665				
32	.....	8,125		8,125				
32	.....	75,000		75,000				
32	.....	6,000,000	6,636,000	12,636,000	350,019	3,000		
72	.....	10,200		10,200		660,000		
72	.....	10,000	5,250	15,250	317	2,856		
52	.....	3,936		3,936				
52	.....	1,000		1,000				
66	.....	50,000		50,000		250		
92	.....	117,107,312		117,107,312				
36	Roland Park Electric & Water Co.....	25,000	300,000	325,000	15,000			
72	Roland Park Water Co.....	50,000	168,000	218,000	8,044	5,000		

Page	Company Name	Capital	Surplus	Total
72	Rousesville Water Co.	8,000		8,000
53	Ringgold Telephone Co.	500		500
98	Rock Creek Steamboat Co.	13,260		13,260
98	Rogers Co., N. L.	13,000		13,000
72	Rogers Heights Water Co.	15,000	13,000	28,000
33		100,000	47,000	147,000
33		12,000		12,000
33		7,155		7,155
52		500	1,643,000	1,643,500
52		3,470		3,470
72		100,000	51,000	151,000
82		7,365		7,365
92		20,000		20,000
72		12,000		12,000
32		300,000	150,000	450,000
12	Towson & Cockeysville Electric Railway Co.	36,400		36,400
92	Tolchester Beach Improvement Co.	253,000	8,000	261,000
92	Terminal Freezing & Heating Co.	1,469,400	265,000	1,734,400
2	Union Railroad Co.	2,100,000	5,812	2,105,812
12	United Railways & Electric Co.	20,484,200	55,639,000	76,123,200
72	Union Bridge Water Co.	11,745	10,000	21,745
52	Union Telephone Co.	6,500		6,500
32	Union Bridge Electric Co.	15,000		15,000
6	York, Hanover & Frederick Railroad Co.	525,000	150,000	675,000

KEY TO MARGINAL NUMBERS

Class of Corporation.	Operating.	Not Operating.	Operated Under Lease or Agreement.	Individual.
Steam Railroad Co.....	2	4	6	8
Street or Electric Railroad Co.	12	14	16	18
Gas Co. (coal or water gas only)	22	24	26	28
Electrical Co.....	32	34	36	38
Gas and Electrical Co.....	232	234	236	238
Natural Gas Co.....	42	44	46	48
Telephone Co.....	52	54	56	58
Telegraph Co.....	62	64	66	68
Water Co.....	72	74	76	78
Express Co.....	82	84	86	88
Steamboat Co., etc.	92	94	96	98

TABLES.

STEAM RAILROAD CORPORATIONS.

1. Consolidated statement of assets, liabilities, surplus and income.
2. Assets, with classification.
3. Liabilities, with classification.
4. Securities of all classes outstanding.
5. Funded debt and capital stock, with rate of interest on debt and dividends on stock.
6. Cost of road and equipment and cost per mile of road.
7. Income account and profit and loss account.
8. Railway operating revenues.
9. Railway operating expenses.
10. Mileage of road operated.
11. Description of equipment.
12. Statistics of rail operations.
13. Statistics of rail operations, continued.
14. Revenue freight carried.

ELECTRIC RAILROAD CORPORATIONS.

15. Consolidated statement of assets, liabilities, surplus and income.
16. Assets, with classification.
17. Liabilities, with classification.
18. Securities of all classes outstanding.
19. Funded debt and capital stock, with rate of interest on debt and dividends on stock.
20. Cost of road and equipment.
21. Income account and profit and loss account.
22. Railway operating revenues.
23. Railway operating expenses.
24. Mileage of road operated and description of equipment.
25. Mileage, traffic and miscellaneous statistics.

ELECTRIC LIGHT CORPORATIONS.

26. Consolidated statement of assets, liabilities, surplus, gross income, deductions from gross income and net income.
27. Assets, liabilities and surplus, with classification.
28. Gross income, with deductions, payments, etc.
29. Funded debt and capital stock, with rate of interest on debt and dividends on stock.
30. Operating statistics, for year ended June 30, 1917.
31. Operating statistics, for year ended June 30, 1917.
32. Casualties, classified as to employees and others.

GAS AND ELECTRICAL CORPORATIONS.

33. Consolidated statement of assets, liabilities, surplus, gross income, deductions from gross income and net income.
34. Assets, liabilities and surplus, with classification.
35. Gross income, with deductions, payments, etc.
36. Funded debt and capital stock, with rate of interest on debt and dividends on stock.
37. Operating statistics, for year ended June 30, 1917.
38. Casualties, classified as to electrical and gas corporation employees and others.

WATER CORPORATIONS.

39. Consolidated statement of assets, liabilities, surplus, gross income, deductions from gross income and net income.
40. Assets, liabilities and surplus, with classification.
41. Gross income, with deductions, payments, etc.
42. Funded debt and capital stock, with rate of interest on debt and dividends on stock.
43. Supply and service, classification of, for year ended June 30, 1917.
44. Casualties, classified as to employees and others.

TELEPHONE AND TELEGRAPH CORPORATIONS.

45. Consolidated statement of assets, liabilities, surplus, gross income, deductions from gross income and net income.
46. Assets, liabilities and surplus, with classification.
47. Gross income, with deductions, payments, etc.
48. Funded debt and capital stock, with rate of interest on debt and dividends on stock.
49. Operating statistics, for year ended June 30, 1917.
50. Casualties, classified as to employees and others.

EXPRESS CORPORATIONS.

51. Assets, with classification.
52. Liabilities, with classification.
53. Income account and profit and loss account.
54. Operating revenues, with distribution.
55. Operating expenses, with distribution.

PULLMAN COMPANY.

56. Assets and liabilities.
57. Income account and profit and loss account.
58. Operating revenues, with distribution.
59. Operating expenses, with distribution.
60. Operating statistics.

OTHER CORPORATIONS.

61. Assets and liabilities.
62. Income account.

TABLE
SHOWING FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF
FROM GROSS REVENUE AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR

TITLE OF CORPORATION.	TOTALS.			
	ASSETS.		LIABILITIES.	
	Total Amount December 31, 1916. 1	Increase Over Preceding Year. 2	Total Amount December 31, 1916. 3	Increase Over Preceding Year. 4
1 (a) Baltimore Belt R. R. Co.....	\$12,767,563	\$2,154,108	\$10,267,563	\$345,892
2 Baltimore, Chesapeake & Atlantic Ry. Co.....	4,392,734	143,083	4,643,004	93,188
3 Baltimore & Ohio R. R. Co.....	712,577,515	45,053,720	677,804,233	35,146,244
4 (a) Baltimore & Ohio R. R. Co. in Pennsylvania.....	43,975,320	813,922	43,975,453	814,055
5 Baltimore & Sparrow's Point R. R. Co.....	300,562	28,783	160,706	3,902
6 Canton R. R. Co.....	809,554	237,444	946,578	258,821
7 Chesapeake Beach Ry. Co.....	2,613,755	40,312	4,383,299	158,871
8 (a) Columbia & Port Deposit Ry. Co.....	4,254,506	109,461	2,816,187	20,378
9 (a) Confluence & Oakland R. R. Co.....	330,977	802	330,977	802
10 Cumberland & Pennsylvania R. R. Co.....	6,391,486	132,404	5,460,581	66,375
11 Cumberland Valley R. R. Co.....	11,917,875	1,083,756	6,652,535	104,177
12 (a) Delaware R. R. Co.....	7,813,113	236,890	5,867,612	165,955
13 (a) Delaware, Maryland & Virginia R. R. Co.....	2,055,804	28,301	3,957,465	188,485
14 (a) Elkton & Middletown R. R. Co.....	79,388		76,800	
15 Emmitsburg R. R. Co.....	88,383	2,454	53,519	165
16 (a) George's Creek & Cumberland R. R. Co.....	6,621,353	3,345	6,305,070	3,345
17 (a) Lancaster, Cecil & Southern R. R. Co.....	402,694		402,694	
18 Maryland, Delaware & Virginia Ry. Co.....	5,103,100	9,985	6,037,127	122,209
19 Maryland & Pennsylvania R. R. Co.....	4,346,215	24,650	4,123,076	23,597
20 (a) Maryland & Pennsylvania Terminal Ry. Co.....	434,690		437,564	
21 (a) Metropolitan Southern R. R. Co.....	2,696,388	891	2,696,388	891
22 New York, Philadelphia & Norfolk R. R. Co.....	14,176,934	1,053,894	9,247,001	41,352
23 Northern Central Ry. Co.....	44,854,758	1,537,561	38,401,946	1,573,910
24 Norfolk & Western Ry. Co.....	325,344,361	7,056,193	276,018,962	793,927
25 (a) Philadelphia & Baltimore Central R. R. Co.....	5,168,463	97,545	5,917,834	97,642
26 Philadelphia, Baltimore & Washington R. R. Co...	82,699,290	978,054	63,514,418	338,986
27 Union R. R. Co.....	4,366,621	500,375	2,138,973	20,319
28 (a) Washington County R. R. Co.....	1,181,408	130,405	1,490,669	179,695
29 Washington, Potomac & Chesapeake Ry. Co.....	616,854	291	671,527	7,734
30 Western Maryland Ry. Co.....	134,407,629	7,474,807	136,002,162	6,154,024
31 (a) York, Hanover & Frederick R. R. Co.....	881,670	38,473	1,240,190	42,679

(a) Denotes that the company is operated by another company and its revenues and expenses are included in the report of the operating company. See "Preliminary Statement."

(b) 50,000 shares of preferred stock, par value \$50 each, surrendered by the Baltimore & Ohio Railroad Company without consideration.

(*) Denotes Class "C" roads.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 1

LIABILITIES AND OF SURPLUS, ON DECEMBER 31, 1916, AND THE TOTAL AMOUNT OF GROSS REVENUE, THE DEDUCTIONS ENDED DECEMBER 31, 1916, AND THE INCREASES OR DECREASES FROM THE PRECEDING YEAR.

TOTALS—Continued.							
SURPLUS OR DEFICIT.		GROSS REVENUE.		DEDUCTIONS FROM GROSS REVENUE.		NET INCOME FROM OPERATIONS.	
Total Amount December 31, 1916.	Increase Over Preceding Year.	Total Amount December 31, 1916.	Increase Over Preceding Year.	Total Amount December 31, 1916.	Increase Over Preceding Year.	Total Amount December 31, 1916.	Increase Over Preceding Year.
5	6	7	8	9	10	11	12
(b)\$2,500,000	\$2,500,000						
250,330	236,271	\$1,254,098	\$73,608	\$1,339,355	\$73,877	\$85,257	\$147,485
34,773,282	9,907,476	123,058,561	17,036,497	116,348,302	19,992,445	6,410,259	2,955,948
133	133						
139,856	24,881	201,838	*	181,010	*	20,828	*
137,024	21,377	60,923	20,566	82,300	16,712	21,377	3,854
1,769,544	199,183	107,752	*	204,586	*	96,834	*
1,438,319	129,839						
930,905	66,029	1,035,011	23,420	858,528	29,166	176,483	52,586
5,265,340	979,579	3,887,789	630,496	3,875,960	622,052	11,829	8,444
1,945,501	70,935						
1,901,661	160,184						
2,588							
34,864	2,289	9,198	*	6,909	*	2,289	*
316,283							
934,027	132,214	929,112	16,717	1,061,827	21,267	132,715	4,550
223,139	48,157	499,443	*	498,639	*	804	*
2,874							
4,929,933	1,012,542	5,308,354	1,051,006	4,365,356	443,251	942,998	607,755
6,452,812	36,349						
49,325,399	6,262,266	62,151,287	10,705,844	41,270,885	3,843,606	20,880,402	6,862,238
749,371	97						
19,184,872	639,068	27,118,909	1,930,484	26,671,228	2,393,736	447,681	462,252
2,227,648	480,056	1,969,973	341,147	1,513,691	30,891	456,282	372,038
309,261	49,290						
54,673	7,443	25,963	*	33,406	*	7,443	*
1,594,533	1,320,783	12,251,879	1,993,928	10,932,819	567,361	1,319,060	1,426,567
356,520	4,206	34,722	8,214	62,269	5,540	27,547	2,674

TABLE

SHOWING FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN THE

TITLE OF CORPORATION.	ASSETS.		INVESTMENTS.
	Total Assets December 31, 1916.	Increase Over Preceding Year.	Cost of Road and Equipment.
	1	2	3
1 Baltimore Belt R. R. Co.....	\$12,767,563	\$2,154,108	\$12,767,563
2 Baltimore, Chesapeake & Atlantic Ry. Co.....	4,392,734	143,083	4,112,548
3 Baltimore & Ohio R. R. Co.....	712,577,515	45,053,720	350,345,594
4 Baltimore & Ohio R. R. Co. in Penna.....	43,975,320	813,922	43,975,320
5 Baltimore & Sparrow's Point Railroad Co.....	300,562	28,783	198,032
6 Canton R. R. Co.....	809,554	237,444	558,208
7 Chesapeake Beach Ry. Co.....	2,613,755	40,312	2,517,106
8 Columbia & Port Deposit Ry. Co.....	4,254,506	109,461	3,682,665
9 Confluence & Oakland R. R. Co.....	330,977	802	330,977
10 Cumberland & Pennsylvania R. R. Co.....	6,391,486	132,404	5,226,367
11 Cumberland Valley R. R. Co.....	11,917,875	1,083,756	7,695,759
12 Delaware R. R. Co.....	7,813,113	236,890	5,885,231
13 Delaware, Maryland & Virginia R. R. Co.....	2,055,804	28,301	2,014,474
14 Elkton & Middletown R. R. Co.....	79,388		69,504
15 Emmitsburg R. R. Co.....	88,383	2,454	55,135
16 George's Creek & Cumberland R. R. Co.....	6,621,353	3,345	6,621,336
17 Lancaster, Cecil & Southern R. R. Co.....	402,694		402,694
18 Maryland, Delaware & Virginia Ry. Co.....	5,103,100	9,985	5,016,800
19 Maryland & Pennsylvania R. R. Co.....	4,346,215	24,650	4,125,357
20 Maryland & Pennsylvania Terminal Ry. Co.....	434,690		432,956
21 Metropolitan Southern R. R. Co.....	2,696,388	891	2,696,388
22 New York, Philadelphia & Norfolk R. R. Co.....	14,176,934	1,053,894	10,992,917
23 Northern Central Ry. Co.....	44,854,758	1,537,561	38,569,349
24 Norfolk & Western Ry. Co.....	325,344,361	7,056,193	267,358,782
25 Philadelphia & Baltimore Central R. R. Co.....	5,168,463	97,545	5,130,917
26 Philadelphia, Baltimore & Washington R. R. Co.....	82,699,290	978,054	67,028,814
27 Union R. R. Co.....	4,366,621	500,375	2,440,070
28 Washington County R. R. Co.....	1,181,408	130,405	1,181,408
29 Washington, Potomac & Chesapeake Ry. Co.....	616,854	291	616,137
30 Western Maryland Ry. Co.....	134,407,629	7,474,807	73,445,240
31 York, Hanover & Frederick R. R. Co.....	881,670	38,473	881,670

TITLE OF CORPORATION.	INVESTMENTS—Continued.		
	Notes of Non-Affiliated Companies.	Miscellaneous, in Non-Affiliated Companies.	Total Investments.
	12	13	14
1 Baltimore Belt R. R. Co.....			\$12,767,563
2 Baltimore, Chesapeake & Atlantic Ry. Co.....			4,125,051
3 Baltimore & Ohio R. R. Co.....	\$18,742	\$439,727	668,913,541
4 Baltimore & Ohio R. R. Co. in Penna.....			43,975,320
5 Baltimore & Sparrow's Point R. R. Co.....			198,032
6 Canton R. R. Co.....			558,208
7 Chesapeake Beach Ry. Co.....			2,517,106
8 Columbia & Port Deposit Ry. Co.....			3,682,665
9 Confluence & Oakland R. R. Co.....			330,977
10 Cumberland & Pennsylvania R. R. Co.....			6,130,431
11 Cumberland Valley R. R. Co.....	200,807		9,479,255
12 Delaware R. R. Co.....			7,274,410
13 Delaware, Maryland & Virginia R. R. Co.....			2,014,474
14 Elkton & Middletown R. R. Co.....			69,504
15 Emmitsburg R. R. Co.....			55,135
16 George's Creek & Cumberland R. R. Co.....			6,621,336
17 Lancaster, Cecil & Southern R. R. Co.....			402,694
18 Maryland, Delaware & Virginia Ry. Co.....			5,025,570
19 Maryland & Pennsylvania R. R. Co.....			4,203,963
20 Maryland & Pennsylvania Terminal Ry. Co.....			432,956
21 Metropolitan Southern R. R. Co.....			2,696,388
22 New York, Philadelphia & Norfolk R. R. Co.....			12,141,844
23 Northern Central Ry. Co.....			43,187,535
24 Norfolk & Western Ry. Co.....	4,730		293,004,208
25 Philadelphia & Baltimore Central R. R. Co.....			5,150,214
26 Philadelphia, Baltimore & Washington R. R. Co.....		2	77,906,393
27 Union R. R. Co.....			2,614,054
28 Washington County R. R. Co.....			1,181,408
29 Washington, Potomac & Chesapeake Ry. Co.....			616,137
30 Western Maryland Ry. Co.....	17,000		116,144,909
31 York, Hanover & Frederick R. R. Co.....			881,670

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

AMOUNT OF ASSETS ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF SUCH ASSETS.

Sinking Funds and Deposits for Property Sold.	Miscellaneous Physical Property.	Stocks of Affiliated Companies.	Bonds of Affiliated Companies.	Notes of Affiliated Companies.	Advances to Affiliated Companies.	Stocks of Non- Affiliated Companies.	Bonds of Non- Affiliated Companies.
4	5	6	7	8	9	10	11
\$4,738	\$7,465,797	\$2,502 58,616,399	\$173,259,249	\$509,644	\$10,000 55,135,525	\$1 22,150,753	\$967,372
904,064							
803,210		256,107 164,508	919,090 190,380		231,080	185,491	221,937
743	1,966	7,068 40,000				1,002	700
1,008,599		138,708			1,367	3,253	
124,491	8,510 581,652 18,197 909,268	2,126,677 1,443,022 7,342,230	443,009 354,674 3 173,984		5,697,954 400,033	2,038,915 110 1,834,442	1,075 17,438,793 188,600
51,828	76,344	19,940,170	285,001	8,754,876	13,322,830	1,619	250,000

Cash.	Demand Loans and Special Deposits.	Loans and Bills Receivable.	Traffic and Car Service Balances, Receivable.	Due by Agents and Conductors.	Miscella- neous Accounts Receivable.	Materials and Supplies.	Interest and Dividends Receivable.
15	16	17	18	19	20	21	22
\$69,947 13,978,825	\$1,504,493	\$6,773	\$12,869 2,050,859	\$18,491 6,003,477	\$71,139 7,024,007	\$59,222 11,024,997	
102,530 159,846 27,618 571,841		1,770	7,002	53,449 719	9,603 13,449	21,362 955	
8,625 1,019,630 227,955	1,000		65,282 378,586	10,475 22,006	24,084 700,270	111,839 284,134	\$26,842
9,884 5,748 17	7,000	38,883			2,447		7,247
9,294 32,360 67	11,321		1,748 3,500	13,836 23,665	24,320 8,817	17,697 41,422	2
609,644 1,185,496 5,178,307	60 446,960 500,000 18,249 2,000	6 1,470	857,749 2,133,149	113,947 1,161,751	92,728 934,853	264,687 4,579,077	135,149
836,753 1,750,609		974	255,048	927,778	288,064	1,793,785	142,793 1,957
398 1,375,831	224,474	258	871,778	153,152	319 487,997	923,533	2,098

TABLE No. 2

TITLE OF CORPORATION.	CURRENT ASSETS—Continued.		DEFERRED ASSETS.
	Bills Receivable and Other Current Assets.	Total Current Assets.	Working Fund Advances.
	23	24	25
1 Baltimore Belt R. R. Co.....			
2 Baltimore, Chesapeake & Atlantic Ry. Co.....		\$232,269	\$700
3 Baltimore & Ohio R. R. Co.....	\$2,873	41,596,305	70,827
4 Baltimore & Ohio R. R. Co. in Penna.....			
5 Baltimore & Sparrow's Point R. R. Co.....		102,530	
6 Canton R. R. Co.....		251,262	
7 Chesapeake Beach Ry. Co.....		44,512	
8 Columbia & Port Deposit Ry. Co.....		571,841	
9 Confluence & Oakland R. R. Co.....			
10 Cumberland & Pennsylvania R. R. Co.....		248,147	
11 Cumberland Valley R. R. Co.....		2,404,626	3,250
12 Delaware R. R. Co.....		235,201	
13 Delaware, Maryland & Virginia R. R. Co.....		41,330	
14 Elkton & Middletown R. R. Co.....		9,884	
15 Emmitsburg R. R. Co.....		12,748	
16 George's Creek & Cumberland R. R. Co.....		17	
17 Lancaster, Cecil & Southern R. R. Co.....			
18 Maryland, Delaware & Virginia Ry. Co.....		66,899	350
19 Maryland & Pennsylvania R. R. Co.....		121,086	
20 Maryland & Pennsylvania Terminal Ry. Co.....	1,666	1,733	
21 Metropolitan Southern R. R. Co.....			
22 New York, Philadelphia & Norfolk R. R. Co.....		1,938,822	
23 Northern Central Ry. Co.....	34,766	1,667,222	
24 Norfolk & Western Ry. Co.....	1,048	14,624,805	29,096
25 Philadelphia & Baltimore Central R. R. Co.....		18,249	
26 Philadelphia, Baltimore & Washington R. R. Co.....	2,534	4,249,729	2,150
27 Union R. R. Co.....		1,752,566	
28 Washington County R. R. Co.....			
29 Washington, Potomac & Chesapeake Ry. Co.....		717	
30 Western Maryland Ry. Co.....	23,247	4,062,370	3,095
31 York, Hanover & Frederick R. R. Co.....			

—Continued.

DEFERRED ASSETS—Continued.			UNADJUSTED DEBITS.				
Insurance and Other Funds.	Other Deferred Assets.	Total Deferred Assets.	Rents and Insurance Paid in Advance.	Discount on Capital Stock.	Discount on Funded Debt.	Other Unadjusted Debits.	Total Unadjusted Debits.
26	27	28	29	30	31	32	33
\$8,988	\$10,590	\$20,278	\$13,680			\$1,455	\$15,135
294,240	13,460	378,527				1,689,141	1,689,141
			84				84
	52,137	52,137					
	12,157	12,157	580			170	750
28,905		32,155	705			1,134	1,839
303,500		303,500					
				\$20,500			20,500
		350	9,886			394	10,280
			1,466		\$11,937	7,763	21,166
75,008		75,008	4,863			13,396	18,259
	17,407,000	17,436,096	46,903			232,348	279,251
	569	2,719				540,448	540,448
		3,095	12,013	12,734,835	553,019	897,389	14,197,255

SHOWING FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN THE AMOUNT

TITLE OF CORPORATION.	LIABILITIES.		FUNDED DEBT.
	Total Liabilities December 31, 1916.	Increase Over Preceding Year.	Capital Stock.
	1	2	3
1 Baltimore Belt Railroad Co.....	\$10,267,563	\$345,892	\$3,500,000
2 Baltimore, Chesapeake & Atlantic Railway Co.....	4,643,064	93,188	2,500,000
3 Baltimore & Ohio Railroad Co.....	677,804,233	35,146,244	210,808,775
4 Baltimore & Ohio Railroad Co. in Pennsylvania.....	43,975,453	814,055	2,003,837
5 Baltimore & Sparrow's Point Railroad Co.....	160,706	3,902	150,000
6 Canton Railroad Co.....	946,578	258,821	200,000
7 Chesapeake Beach Railway Co.....	4,383,299	158,871	1,000,000
8 Columbia & Port Deposit Railway Co.....	2,816,187	20,378	1,000,000
9 Confluence & Oakland Railroad Co.....	330,977	802	200,000
10 Cumberland & Pennsylvania Railroad Co.....	5,460,581	66,375	1,500,000
11 Cumberland Valley Railroad Co.....	6,652,535	104,177	5,333,550
12 Delaware Railroad Co.....	5,867,612	165,955	4,987,275
13 Delaware, Maryland & Virginia Railroad Co.....	3,957,465	188,485	526,758
14 Elkton & Middletown Railroad Co.....	76,800		76,800
15 Emmitsburg Railroad Co.....	53,519	165	50,000
16 George's Creek & Cumberland Railroad Co.....	6,305,070	3,345	3,500,000
17 Lancaster, Cecil & Southern Railroad Co.....	402,694		200,000
18 Maryland, Delaware & Virginia Railway Co.....	6,037,127	122,209	3,000,000
19 Maryland & Pennsylvania Railroad Co.....	4,123,076	23,507	1,602,500
20 Maryland & Pennsylvania Terminal Railway Co.....	437,564		200,000
21 Metropolitan Southern Railroad Co.....	2,696,388	891	1,200,000
22 New York, Philadelphia & Norfolk Railroad Co.....	9,247,001	41,352	2,500,000
23 Northern Central Railway Co.....	38,401,946	1,573,910	27,077,200
24 Norfolk & Western Railway Co.....	276,018,962	793,927	142,167,200
25 Philadelphia & Baltimore Central Railroad Co.....	5,917,834	97,642	2,499,086
26 Philadelphia, Baltimore & Washington Railroad Co.....	63,514,418	338,986	26,438,925
27 Union Railroad Co.....	2,138,973	20,319	2,100,000
28 Washington County Railroad Co.....	1,490,669	179,695	982,680
29 Washington, Potomac & Chesapeake Railway Co.....	671,527	7,734	500,000
30 Western Maryland Railway Co.....	136,002,162	6,154,024	59,428,098
31 York, Hanover & Frederick Railroad Co.....	1,240,190	42,679	525,000

CURRENT LIABILITIES—Continued.

TITLE OF CORPORATION.	Dividends Matured, Unpaid.	Funded Debt Matured, Unpaid.	Unmatured Dividends Declared.
	12	13	14
1 Baltimore Belt Railroad Co.....			
2 Baltimore, Chesapeake & Atlantic Railway Co.....	\$12		
3 Baltimore & Ohio Railroad Co.....	59,833	\$89,700	\$1,177,264
4 Baltimore & Ohio Railroad Co. in Pennsylvania.....			
5 Baltimore & Sparrow's Point Railroad Co.....			
6 Canton Railroad Co.....			
7 Chesapeake Beach Railway Co.....			
8 Columbia & Port Deposit Railway Co.....			
9 Confluence & Oakland Railroad Co.....			
10 Cumberland & Pennsylvania Railroad Co.....			
11 Cumberland Valley Railroad Co.....	106,936		
12 Delaware Railroad Co.....	203,131		
13 Delaware, Maryland & Virginia Railroad Co.....		650,000	
14 Elkton & Middletown Railroad Co.....			
15 Emmitsburg Railroad Co.....	471		
16 George's Creek & Cumberland Railroad Co.....			
17 Lancaster, Cecil & Southern Railroad Co.....			
18 Maryland, Delaware & Virginia Railway Co.....			
19 Maryland & Pennsylvania Railroad Co.....			
20 Maryland & Pennsylvania Terminal Railway Co.....			
21 Metropolitan Southern Railroad Co.....			
22 New York, Philadelphia & Norfolk Railroad Co.....			
23 Northern Central Railway Co.....	1,398		1,083,086
24 Norfolk & Western Railway Co.....	4,295	6,000	229,918
25 Philadelphia & Baltimore Central Railroad Co.....			
26 Philadelphia, Baltimore & Washington Railroad Co.....		142,150	
27 Union Railroad Co.....			
28 Washington County Railroad Co.....			
29 Washington, Potomac & Chesapeake Railway Co.....			
30 Western Maryland Railway Co.....			
31 York, Hanover & Frederick Railroad Co.....			

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 3.

OF LIABILITIES ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF SUCH LIABILITIES.

FUNDED DEBT—Continued.			CURRENT LIABILITIES.				
Funded Debt, Unmatured.	Non-Negotiable Debt to Affiliated Companies.	Total Long Term Debt.	Loans and Bills Payable.	Traffic and Car Service Balances, Payable.	Audited Accounts and Wages, Payable.	Miscellaneous Accounts, Payable.	Interest Matured, Unpaid.
4	5	6	7	8	9	10	11
\$6,000,000	\$767,563	\$6,767,563					
1,330,000		1,330,000	\$481,000	\$4,251	\$81,397	\$8,037	\$200
422,408,123		422,408,123		2,208,840	6,920,812	2,722,838	2,519,146
41,124,000	847,616	41,971,616					
					12		
			345,000	6,486	242,514		99,436
1,000,000		1,000,000	133,375	2,303	6,161		1,443,029
1,800,000		1,800,000					
120,000	10,977	130,977					
1,152,000	1,984,578	3,136,578			25,078		1,000
				225,377	178,409	198,835	
500,000		500,000				165,933	11,272
1,043,979		1,043,979				862,437	820,400
	2,732,914	2,732,914			374		
200,000	2,664	202,664					
2,000,000		2,000,000	761,750	954	49,278	33,367	15,770
2,343,450		2,343,450		7,023	18,610	13,651	11,135
200,000	35,897	235,897					
1,200,000	296,388	1,496,388					
4,081,000		4,081,000		389,284	427,778	41,236	52,460
7,063,351		7,063,351				2,464,064	93,260
93,894,500		93,894,500		100,670	2,860,367	253,397	729,714
2,419,769		2,419,769				966,063	160
28,026,145		28,026,145	4,655,339	845,014	1,167,547	770,858	113,000
5,812		5,812					
198,728		198,728				309,261	
100,000		100,000	19,200		17,906		32,500
65,397,043		65,397,043	5,850,000	347,766	819,368	109,229	1,876,615
150,000		150,000				442,411	117,000

CURRENT LIABILITIES—Continued.			DEFERRED LIABILITIES.		UNADJUSTED CREDITS.		
Accrued Interest and Rents, Not Due.	Other Current Liabilities.	Total Current Liabilities.	Provident Funds.	Other Deferred Liabilities.	Total Deferred Liabilities.	Tax Liability.	Insurance and Casualty Reserves.
15	16	17	18	19	20	21	22
\$22,228		\$597,124					\$8,988
2,879,802	\$59,119	18,637,355	\$3,474,359	\$398,663	\$3,873,022	\$845,527	1,547,240
		12				1,987	
		693,436				329	
	789,056	2,373,924					
8,800		8,800				7,387	
8,967		35,045		730	730	2,322	
		709,557				50,926	28,905
		380,336					
12,560		2,345,397		38,882	38,882		
		471					
		374		7	7		
41,831		902,950					
15,472		65,891		2,902	2,902	5,000	
1,666		1,666					
22,000		932,759				23,983	75,007
35,800		3,677,698					
839,091	75,029	5,098,483		17,652,604	17,652,604	698,841	
32,755		998,978					
183,224		7,877,133		50,720	50,720	211,075	
						33,161	
		309,261					
		70,440					
833		9,517,719		40,859	40,859		
496,033	18,707	560,411					
1,000						4,778	

TABLE

TITLE OF CORPORATION.	UNADJUSTED CREDITS—Continued.		
	Operating Reserves.	Accrued Depreciation, Road and Equipment.	Other Unadjusted Credits.
	23	24	25
1 Baltimore Belt Railroad Co.....			
2 Baltimore, Chesapeake & Atlantic Railway Co.....		\$206,878	\$73
3 Baltimore & Ohio Railroad Co.....		19,084,734	599,455
4 Baltimore & Ohio Railroad Co. in Pennsylvania.....			
5 Baltimore & Sparrow's Point Railroad Co.....		8,707	
6 Canton Railroad Co.....		47,470	6,000
7 Chesapeake Beach Railway Co.....		9,375	
8 Columbia & Port Deposit Railway Co.....			
9 Confluence & Oakland Railroad Co.....			
10 Cumberland & Pennsylvania Railroad Co.....		790,519	30
11 Cumberland Valley Railroad Co.....	\$5,850	521,533	2,212
12 Delaware Railroad Co.....			
13 Delaware, Maryland & Virginia Railroad Co.....		2,447	
14 Elkton & Middletown Railroad Co.....			
15 Emmitsburg Railroad Co.....		3,047	
16 George's Creek & Cumberland Railroad Co.....		71,774	
17 Lancaster, Cecil & Southern Railroad Co.....			
18 Maryland, Delaware & Virginia Railway Co.....		133,986	190
19 Maryland & Pennsylvania Railroad Co.....		101,776	
20 Maryland & Pennsylvania Terminal Railway Co.....			
21 Metropolitan Southern Railroad Co.....			
22 New York, Philadelphia & Norfolk Railroad Co.....	1,226	1,626,547	6,477
23 Northern Central Railway Co.....		583,696	
24 Norfolk & Western Railway Co.....	406,857	15,511,475	589,000
25 Philadelphia & Baltimore Central Railroad Co.....			
26 Philadelphia, Baltimore & Washington Railroad Co.....	208,193	583,453	118,772
27 Union Railroad Co.....			
28 Washington County Railroad Co.....			
29 Washington, Potomac & Chesapeake Railway Co.....		1,088	
30 Western Maryland Railway Co.....	156,650	1,028,662	161,943
31 York, Hanover & Frederick Railroad Co.....			

No. 3—Continued.

UNADJUSTED CREDITS—Cont.	CORPORATE SURPLUS OR DEFICIT.					
Total Unadjusted Credits.	Additions to Property Through Income and Surplus.	Sinking Fund and Other Reserves.	Appropriated Surplus Not Specifically Invested.	Profit and Loss.	Corporate Surplus or Deficit.	Increase or Decrease.
26	27	28	29	30	31	32
.....	.....	.....	.....	\$2,500,000	\$2,500,000	\$2,500,000
\$215,939	\$146,552	.....	.....	396,882	250,330	236,271
22,076,956	7,068,536	.....	.....	27,704,746	34,773,282	9,907,476
.....	.....	.....	.....	133	133	133
10,694	27,606	.....	.....	112,250	139,856	24,881
53,141	.....	.....	.....	137,024	137,024	21,377
9,375	.....	.....	.....	1,769,544	1,769,544	199,183
7,387	147,767	.....	.....	1,290,552	1,438,319	129,839
.....
788,227	.....	\$930,905	.....	.....	930,905	66,029
609,427	2,522,613	.....	\$2,048,843	693,884	5,265,340	979,579
.....	31,549	1,294,210	.....	619,742	1,945,501	70,935
2,447	158,043	.....	.....	2,059,704	1,901,661	160,184
.....	.....	.....	.....	2,588	2,588	.....
3,047	25,635	.....	7,000	2,229	34,864	2,289
71,774	1,288	.....	.....	314,995	316,283	.....
.....
134,177	38,840	.....	.....	972,867	934,027	132,214
108,332	185,316	.....	40,100	2,177	223,139	48,157
.....	32,956	.....	.....	35,839	2,874	.....
.....
1,733,241	1,196,221	1,127,599	217,852	2,388,261	4,929,933	1,012,542
583,696	2,834,983	.....	.....	3,617,829	6,452,812	36,349
17,206,173	30,899,560	.....	.....	18,425,839	49,325,399	6,262,266
.....	5,789	.....	.....	755,160	749,371	97
1,121,494	8,873,066	.....	.....	10,311,806	19,184,872	639,068
33,161	230,553	.....	.....	1,997,095	2,227,648	480,066
.....	.....	.....	.....	309,261	309,261	49,290
1,088	.....	.....	.....	54,673	54,673	7,443
1,618,442	182,704	.....	.....	1,777,237	1,594,533	1,320,783
4,778	60,616	.....	.....	419,138	358,820	4,206

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE
SHOWING IN DETAIL FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN THE FUNDED DEBT AND

TITLE OF CORPORATION.		TOTALS.	
		ALL CLASSES.	
		Amount Outstanding December 31, 1916.	Increase Over Preceding Year.
		1	2
1	Baltimore Belt Railroad Co.....	\$9,500,000	
2	Baltimore, Chesapeake & Atlantic Ry. Co.....	3,830,000	\$40,000
3	Baltimore & Ohio Railroad Co.....	633,216,898	36,294,285
4	Baltimore & Ohio R. R. Co. in Pennsylvania.....	43,127,837	1,124,000
5	Baltimore & Sparrow's Point Railroad Co.....	150,000	
6	Canton Railroad Co.....	200,000	
7	Chesapeake Beach Railway Co.....	2,000,000	
8	Columbia & Port Deposit Railway Co.....	2,800,000	
9	Confluence & Oakland Railroad Co.....	320,000	
10	Cumberland & Pennsylvania Railroad Co.....	2,652,000	76,000
11	Cumberland Valley Railroad Co.....	5,333,550	5,420
12	Delaware Railroad Co.....	5,487,275	
13	Delaware, Maryland & Virginia Railroad Co.....	1,570,737	
14	Elkton & Middletown Railroad Co.....	76,800	
15	Emmitsburg R. R. Co.....	50,000	
16	George's Creek & Cumberland Railroad Co.....	3,500,000	
17	Lancaster, Cecil & Southern Railroad Co.....	400,000	
18	Maryland, Delaware & Virginia Railway Co.....	5,000,000	
19	Maryland & Pennsylvania Railroad Co.....	3,945,950	8,500
20	Maryland & Pennsylvania Terminal Ry. Co.....	400,000	
21	Metropolitan Southern Railroad Co.....	2,400,000	
22	New York, Philadelphia & Norfolk R. R. Co.....	6,581,000	169,000
23	Northern Central Railway Co.....	34,140,551	49,793
24	Norfolk & Western Railway Co.....	236,061,700	698,000
25	Philadelphia & Baltimore Central R. R. Co.....	4,918,855	
26	Philadelphia, Baltimore & Washington R. R. Co.....	54,465,070	1,000,000
27	Union Railroad Co.....	2,105,812	
28	Washington County Railroad Co.....	982,680	
29	Washington, Potomac & Chesapeake Ry. Co.....	600,000	
30	Western Maryland Ry. Co.....	124,825,141	3,376,373
31	York, Hanover & Frederick Railroad Co.....	675,000	

TITLE OF CORPORATION.		DETAILS OF SECURITIES —Continued.	
		FUNDED DEBT —Continued.	
		Collateral Trust Bonds.	Increase Over Preceding Year.
		11	12
1	Baltimore Belt Railroad Co.....		
2	Baltimore, Chesapeake & Atlantic Ry. Co.....		
3	Baltimore & Ohio Railroad Co.....	\$44,840,980	*
4	Baltimore & Ohio R. R. Co. in Pennsylvania.....		
5	Baltimore & Sparrow's Point Railroad Co.....		
6	Canton Railroad Co.....		
7	Chesapeake Beach Railway Co.....		
8	Columbia & Port Deposit Railway Co.....		
9	Confluence & Oakland Railroad Co.....		
10	Cumberland & Pennsylvania Railroad Co.....		
11	Cumberland Valley Railroad Co.....		
12	Delaware Railroad Co.....		
13	Delaware, Maryland & Virginia Railroad Co.....		
14	Elkton & Middletown Railroad Co.....		
15	Emmitsburg R. R. Co.....		
16	George's Creek & Cumberland Railroad Co.....		
17	Lancaster, Cecil & Southern Railroad Co.....		
18	Maryland, Delaware and Virginia Railway Co.....		
19	Maryland & Pennsylvania Railroad Co.....		
20	Maryland & Pennsylvania Terminal Ry. Co.....		
21	Metropolitan Southern Railroad Co.....		
22	New York, Philadelphia & Norfolk R. R. Co.....		
23	Northern Central Railway Co.....		
24	Norfolk & Western Railway Co.....		
25	Philadelphia & Baltimore Central R. R. Co.....		
26	Philadelphia, Baltimore & Washington R. R. Co.....		
27	Union Railroad Co.....		
28	Washington County Railroad Co.....		
29	Washington, Potomac & Chesapeake Ry. Co.....		
30	Western Maryland Railway Co.....	10,000,000	
31	York, Hanover & Frederick Railroad Co.....		

(*) The asterisk in this table denotes that the figures are not available.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 4.

CAPITAL STOCK SECURITIES OUTSTANDING ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF THE SAME.

TOTALS—Continued.				DETAILS OF SECURITIES.			
FUNDED DEBT.		STOCKS.		FUNDED DEBT.			
Amount Outstanding December 31, 1916.	Increase Over Preceding Year.	Amount Outstanding December 31, 1916.	Increase Over Preceding Year.	Equip- ment Obliga- tions.	Increase Over Preceding Year.	Mortgage Bonds.	Increase Over Preceding Year.
3	4	5	6	7	8	9	10
\$6,000,000		\$3,500,000				\$6,000,000	
1,330,000	\$40,000	2,500,000		\$40,000	\$40,000	1,250,000	
422,408,123	36,291,175	210,808,775	\$3,110	18,735,000	*	292,545,350	
41,124,000	1,124,000	2,003,837				41,124,000	\$1,124,000
		150,000					
		200,000					
1,000,000		1,000,000				1,000,000	
1,800,000		1,000,000				1,800,000	
120,000		200,000				120,000	
1,152,000	76,000	1,500,000		152,000	76,000	1,000,000	
	5,420	5,333,550			5,420		
500,000		4,987,275				500,000	
1,043,979		526,758				1,043,979	
		76,800					
		50,000					
		3,500,000					
200,000		200,000				200,000	
2,000,000		3,000,000				2,000,000	
2,343,450	8,500	1,602,500		44,000	8,500	1,099,450	
200,000		200,000				200,000	
1,200,000		1,200,000				1,200,000	
4,081,000	169,000	2,500,000		600,000	100,000	2,600,000	
7,063,351	49,793	27,077,200			81,793	6,820,000	32,000
93,894,500	1,666,000	142,167,200	968,000	8,105,000	*	83,226,500	*
2,419,769		2,499,086				2,380,000	
28,026,145		26,438,925	1,000,000			19,770,000	*
5,812		2,100,000					
		982,680					
100,000		500,000				100,000	
65,397,043	3,376,373	59,428,098		3,684,082	*	48,652,000	*
150,000		525,000				150,000	

DETAILS OF SECURITIES—Continued.

FUNDED DEBT—Continued.				STOCKS.			
Income Bonds.	Increase Over Preceding Year.	Miscel- laneous Obliga- tions.	Increase Over Preceding Year.	Common Stock.	Increase Over Preceding Year.	Preferred Stock.	Increase Over Preceding Year.
13	14	15	16	17	18	19	20
				\$3,500,000			
		\$40,000		1,000,000		\$1,500,000	
		66,286,793	*	151,945,593	\$3,110	58,863,182	
				2,003,837			
				150,000			
				200,000			
				1,000,000			
				1,000,000			
				200,000			
				1,500,000			
				4,848,650		484,900	
				4,987,275			
				526,758			
				76,800			
				50,000			
				3,500,000			
				200,000			
				1,500,000		1,500,000	
\$900,000		300,000		1,602,500			
				200,000			
				1,200,000			
881,000	\$69,000			2,500,000			
		249,266		27,077,200			
		2,563,000	*	119,175,400	968,000	22,991,800	
		39,769	*	2,499,086			
		8,256,145	*	26,438,925	1,000,000		
		5,812		2,100,000			
				982,680			
				500,000			
		3,060,961	*	49,429,098	1,000	9,999,000	\$1,000
				525,000			

TABLE

SHOWING FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL FUNDED DEBT AND AS ARE HELD BY THE ISSUING CORPORATION), THE RATE PER CENT. AND DATES OF PAYMENT OF INTEREST

TITLE OF CORPORATION.	FUNDED DEBT.			
	PRINCIPAL.			
	Description of Bonds.	Date.	Date of Maturity.	Amount Outstanding.
	1	2	3	4
1 Baltimore Belt Railroad Co.....	1st Mortgage...	1890	1990	\$6,000,000
2 Baltimore, Chesapeake & Atlantic Railway Co.....	1st Mortgage...	1894	1934	1,250,000
	Real Estate.....	1909	1919	40,000
	Equipment.....	1912	1916-1917	40,000
3 Baltimore & Ohio Railroad Co.....	Prior Lien.....	1898	1925	74,895,400
	1st Mortgage...	1898	1948	79,976,000
	Convertible.....	1913	1933	63,250,000
	Refunding.....	1915	1995	60,000,000
	Real Estate.....	Various	Various	2,014,483
	Ground Rents...	Various	Various	1,022,310
	Equipment.....	1912	1922	6,000,000
	Equipment.....	1913	1923	6,965,000
	Equipment.....	1913	1923	40,000
	Equipment.....	1911	1921	230,000
	Equipment.....	1916	1921	500,000
	Equipment.....	1916	1926	5,000,000
South Western Division.....	Coll. Trust.....	1899	1925	44,840,980
Pittsburgh Junction & Middle Division.....	1st Mortgage...	1898	1925	6,055,950
Pittsburgh, Lake Erie & West Virginia System.....	Refunding.....	1901	1941	42,525,000
Central Ohio Railroad Co.....	Con'd 1st Mtge..	1886	1930	1,009,000
Cleveland, Loraine & Wheeling Railway Co.....	General.....	1896	1936	890,000
	Con'd Refunding	1900	1930	894,000
	1st Consol'd....	1893	1933	5,000,000
Chicago Terminal & Valley Railroad Co.....	1st Mortgage...	1895	1995	3,301,000
Ellwood Short Line Railroad Co.....	1st Mortgage...	1892	1922	300,000
Huntington & Big Sandy Railroad Co.....	1st Mortgage...	1892	1922	296,000
Hampshire Southern Railroad Co.....	1st Mortgage...	1909	1934	5,000
Monongahela River Railroad Co.....	1st Mortgage...	1889	1919	695,000
Ohio & Little Kanawha Railroad Co.....	1st Mortgage...	1900	1950	225,000
Ohio River Railroad Co.....	1st Mortgage...	1886	1936	2,000,000
	General.....	1887	1937	2,911,000
Pittsburgh & Western Railway Co.....	1st Mortgage...	1887	1917	650,000
Pittsburgh Junction Railroad Co.....	1st Mortgage...	1882	1922	934,000
	2nd Mortgage...	1894	1922	243,000
Pittsburgh, Newcastle & Lake Erie Railroad Co....	1st Mortgage...	1878	1917	82,000
Pittsburgh, Cleveland & Toledo Railroad Co.....	1st Mortgage...	1882	1922	441,000
Ravenswood, Spencer & Glendale Railway Co.....	1st Mortgage...	1890	1920	344,000
Schuylkill River & East Side Railroad Co.....	1st Mortgage...	1903	1935	5,000,000
West Virginia & Pittsburgh Railroad Co.....	1st Mortgage...	1890	1990	3,873,000
4 Baltimore & Ohio Railroad Co. in Pennsylvania.....	1st Mortgage...	1913	1963	41,124,000
5 Baltimore & Sparrow's Point Railroad Co.....				
6 Canton Railroad Co.....				
7 Chesapeake Beach Railway Co.....	1st Mortgage...	1898	1923	1,000,000
8 Columbia & Port Deposit Railway Co.....	1st Mortgage...	1890	1940	1,800,000
9 Confluence & Oakland Railroad Co.....	1st Mortgage...	1890	1914	120,000
10 Cumberland & Pennsylvania Railroad Co.....	1st Mortgage...	1891	1921	1,000,000
Somerset Coal Co.....	Equipment.....	1906	1917-1918	152,000
11 Cumberland Valley Railroad Co.....				
12 Delaware Railroad Co.....	General.....	1892	1932	500,000
13 Delaware, Maryland & Virginia Railroad Co.....	1st Mortgage...	1913	1922	658,979
Junction & Breakwater Railroad Co.....	1st Mtge. Ext'd.	1867	1932	185,000
Breakwater & Frankford Railroad Co.....	1st Mtge. Ext'd.	1879	1932	200,000
14 Elkton & Middletown Railroad Co.....				
15 Emmitsburg Railroad Co.....				
16 George's Creek & Cumberland Railroad Co.....				

No. 5.

CAPITAL STOCK OUTSTANDING ON DECEMBER 31, 1916 (EXCLUSIVE OF SUCH FUNDED DEBT AND CAPITAL STOCK ON FUNDED DEBT AND THE RATE PER CENT. AND AMOUNT OF DIVIDENDS DECLARED ON CAPITAL STOCK.

FUNDED DEBT—Cont.		CAPITAL STOCK.					
INTEREST.		COMMON.			PREFERRED.		
Rate Per Cent.	Dates When Payable.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.
5	6	7	8	9	10	11	12
5	M. & N.	\$3,500,000					
5	M. & S.	1,000,000			\$1,500,000		
5	J. & J.						
5	M. & S.						
3½	J. & J.	151,945,593	\$7,597,225	5	58,863,182	\$2,354,527	4
4	A. & O.						
4½	M. & S.						
5	J. & D.						
Various	Various						
Various	Various						
4½	F. & A.						
4½	A. & O.						
4½	J. & D.						
5½	M. & N.						
4½	M. & N.						
4½	M. & N.						
3½	J. & J.						
3½	M. & N.						
4	M. & N.						
4½	M. & S.						
5	J. & D.						
4½	J. & J.						
5	A. & O.						
4	M. & N.						
5	J. & D.						
6	J. & J.						
5	J. & J.						
5	F. & A.						
5	M. & S.						
5	J. & D.						
5	A. & O.						
4	J. & J.						
6	J. & J.						
5	J. & J.						
4	J. & D.						
6	A. & O.						
6	F. & A.						
4	J. & D.						
4	A. & O.						
5	J. & J.	2,003,837					
		150,000	75,000	50			
		200,000					
5	J. & J.	1,000,000					
4	F. & A.	1,000,000	30,000	3			
5	M. & N.	200,000					
5	M. & N.	1,500,000	193,813	12.6			
5	J. & D.						
		4,848,650	387,884	8	484,900	38,792	8
4½	J. & J.	4,987,275	398,892	8			
4	M. & N.	526,758					
3	J. & J.						
3	J. & J.						
		76,800					
		50,000					
		3,500,000					

TABLE No. 5

TITLE OF CORPORATION.		FUNDED DEBT.			
		PRINCIPAL.			
		Description of Bonds.	Date.	Date of Maturity.	Amount Outstanding.
		1	2	3	4
17	Lancaster, Cecil & Southern Railroad Co.....	1st Mortgage...	1895	1925	\$200,000
18	Maryland, Delaware & Virginia Railway Co.....	1st Mortgage...	1905	1955	2,000,000
19	Maryland & Pennsylvania Railroad Co.....	1st Mortgage...	1901	1951	897,000
		Income.....	1901	1950	900,000
		Notes.....	1913	1923	300,000
		Equipment.....	1910	1921	9,000
		Equipment.....	1913	1924	35,000
	York & Peach Bottom Railroad Co.....	1st Mortgage...	1882	1932	202,450
20	Maryland & Pennsylvania Terminal Railway Co.....	1st Mortgage...	1906	1936	200,000
21	Metropolitan Southern Railroad Co.....	1st Mortgage...	1894	1944	1,200,000
22	New York, Philadelphia & Norfolk Railroad Co.....	Income.....	1899	1939	881,000
		1st Mortgage...	1899	1939	2,600,000
		Equipment.....	1912	1913-1923	600,000
23	Northern Central Railway Co.....	State of Md.....	1855		1,500,000
		Gen'l Series "A".....	1876	1926	2,564,000
		Gen'l Series "B".....	1882	1926	999,000
		Gen'l Series "E".....	1885	1925	1,757,000
		Ground Rents....	Various		243,351
24	Norfolk & Western Railway Co.....	General.....	1881	1931	7,256,000
		New Riv. Div....	1882	1932	2,000,000
		Imp. & Ext.....	1883	1934	5,000,000
		1st Consol'd....	1896	1996	40,387,500
		Div. 1st L'n G'l	1904	1944	23,000,000
		Convertible.....	1907	1932	1,414,000
		Convertible.....	1912	1932	173,000
		Convertible.....	1913	1938	976,000
		Equipment.....	1903-1907	1904-1918	285,000
		Equipment.....	1914	1915-1925	7,820,000
	Sciota Valley & New England Railroad Co.....	1st Mortgage...	1889	1989	5,000,000
	Columbus Connecting & Terminal Railroad Co.....	1st Mortgage...	1891	1922	583,000
25	Philadelphia & Baltimore Central Railroad Co.....	1st Gold.....	1911	1951	2,200,000
		Ground Rents....	1853		39,769
	Philadelphia & Delaware City Railroad Co.....	1st Mortgage...	1895	1925	180,000
26	Philadelphia, Baltimore & Washington Railroad Co.....	1st Mortgage...	1904-1913	1943	16,070,000
		Debenture.....	1909	1916-1924	4,000,000
		Ground Rents....	Various	Various	326,145
	Philadelphia, Washington & Baltimore Railroad Co.	Debenture.....	1887	1917	1,000,000
		Debenture.....	1887	1922	1,000,000
		Debenture.....	1891	1926	930,000
		Debenture.....	1892	1932	1,000,000
		Ground Rents....			5,812
27	Union Railroad Co.....				
28	Washington County Railroad Co.....				
29	Washington, Potomac & Chesapeake Railway Co.....	1st Mortgage...	1910	1960	100,000
30	Western Maryland Railway Co.....	1st Mortgage...	1902	1952	46,624,000
		Notes.....	1912	1915	10,000,000
		Notes.....	1914	1915	3,000,000
		Equipment.....	1909	1910-1920	135,000
		Equipment.....	1916	1926	427,000
		Equipment.....	1916	1926	2,003,638
		Equipment.....	1916	1936	1,118,444
		Contract.....	1916	1921	59,261
		Real Estate.....	1914	1918	1,700
	Potomac Valley Railroad Co.....	1st Mortgage...	1891	1941	1,028,000
	Coal & Iron Railway Co.....	1st Mortgage...	1900	1920	1,000,000
31	York, Hanover & Frederick Railroad Co.....	1st Mortgage...	1897	1927	150,000

—Continued.

FUNDED DEBT—Cont.				CAPITAL STOCK.			
INTEREST.		COMMON.		PREFERRED.			
Rate Per Cent.	Dates When Payable.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.
5	6	7	8	9	10	11	12
5	M. & S.	\$200,000					
5	F. & A.	1,500,000			\$1,500,000		
4	M. & S.	1,602,500					
4	A. & O.						
6	J. & J.						
5	A. & O.						
5	J. & J.						
5	M. & N.						
5	M. & N.	200,000					
5	J. & D.	1,200,000					
4	M. & N.	2,500,000	\$300,000	12			
4	J. & J.						
4	J. & D.						
6	J. Qrly.	27,077,200	2,166,172	8			
5	J. & J.						
5	J. & J.						
4	A. & O.						
Various	Various						
6	M. & N.	119,175,400	9,144,338	7½	\$22,991,800	\$919,672	4
6	A. & O.						
6	F. & A.						
4	A. & O.						
4	J. & J.						
4	J. & D.						
4	M. & S.						
4½	M. & S.						
4	Various						
4½	F. & A.						
4	M. & N.						
5	J. & J.						
4	M. & N.	2,499,086					
4	J. & J.						
5	A. & O.						
4	M. & N.	25,138,925	502,760	2			
4	J. & J.						
4	Various						
4	A. & O.						
4	M. & S.						
4	J. & J.						
4	A. & O.						
4	Various	2,100,000	1,155,000	55			
		982,680					
		500,000					
5	M. & N.	49,429,098			9,999,000		
4	A. & O.						
5	J. & J.						
6	J. & J.						
5	J. & J.						
5	J. & J.						
5	M. & S.						
5	M. & S.						
5	Monthly						
6	J. & D.						
5	J. & J.						
5	F. & A.						
4	M. & N.	525,000					

TABLE

SHOWING FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL COST OF ROAD AND EQUIP
PER MILE OF

TITLE OF CORPORATION.	TOTALS.		DISTRIBUTION.
	Cost of Road and Equipment.	Increase Over Preceding Year.	Investment in Road June 30, 1907.
	1	2	3
1 Baltimore Belt Railroad Co.....	\$12,767,563	\$2,154,108	\$12,529,575
2 Baltimore, Chesapeake & Atlantic Ry. Co.....	4,112,548	219,727	2,607,038
3 Baltimore & Ohio Railroad Co.....	350,345,594	28,476,580	*
4 Baltimore & Ohio Railroad Co. in Pennsylvania.....	43,975,320	813,922	*
5 Baltimore & Sparrow's Point Railroad Co.....	198,032	8,129	150,000
6 Canton Railroad Co.....	558,208	19,461	248,854
7 Chesapeake Beach Railway Co.....	2,517,106	50,004	2,562,124
8 Columbia & Port Deposit Railway Co.....	3,682,665	33,460	3,236,113
9 Confluence & Oakland Railroad Co.....	330,977	802	329,423
10 Cumberland & Pennsylvania Railroad Co.....	5,226,367	25,433	3,183,956
11 Cumberland Valley Railroad Co.....	7,695,759	365,507	2,588,899
12 Delaware Railroad Co.....	5,885,231	165,926	5,143,918
13 Delaware, Maryland & Virginia Railroad Co.....	2,014,474	58,393	1,821,328
14 Elkton & Middletown Railroad Co.....	69,504	.....	69,501
15 Emmitsburg Railroad Co.....	55,135	1,044	41,421
16 George's Creek & Cumberland Railroad Co.....	6,621,336	3,547	1,079,265
17 Lancaster, Cecil & Southern Railroad Co.....	402,694	.....	402,562
18 Maryland, Delaware & Virginia Railway Co.....	5,016,800	7,061	3,250,000
19 Maryland & Pennsylvania Railroad Co.....	4,125,357	4,282	3,399,044
20 Maryland & Pennsylvania Terminal Ry. Co.....	432,956	.....	256,487
21 Metropolitan Southern Railroad Co.....	2,696,388	891	2,400,000
22 New York, Philadelphia & Norfolk R. R. Co.....	10,992,917	309,369	4,768,029
23 Northern Central Railway Co.....	38,569,349	2,370,410	21,296,614
24 Norfolk & Western Railway Co.....	267,358,782	3,773,425	151,440,746
25 Philadelphia & Baltimore Central R. R. Co.....	5,130,917	78,590	4,503,037
26 Philadelphia, Baltimore & Washington R. R. Co.....	67,028,814	874,549	46,454,146
27 Union Railroad Co.....	2,440,070	16,142	2,208,507
28 Washington County Railroad Co.....	1,181,408	130,405	1,002,018
29 Washington, Potomac & Chesapeake Ry. Co.....	616,137	.....	.....
30 Western Maryland Railway Co.....	73,445,240	4,011,930	*
31 York, Hanover & Frederick Railroad Co.....	881,670	38,473	*

(a) Cost per mile of road and equipment, exclusive of floating equipment.
(*) The asterisk in this table denotes that the required figures were not furnished in the report.
NOTE—Deficit loss and other reverse items on this table are printed in bold type.

No. 6.

MENT, AND THE DISTRIBUTION OF SAME ON DECEMBER 31, 1916, AND THE AVERAGE INVESTMENT IN ROAD AND EQUIPMENT ROAD OWNED.

DISTRIBUTION.					
Investment in Equipment June 30, 1907.	Investment From July 1, 1907 to June 30, 1914.	Investment From July 1, 1914 to December 31, 1916.	Total Investment.	Length of Road Owned, Miles.	Average Investment Per Mile.
4	5	6	7	8	9
.....	\$449,309	\$211,321	\$12,767,563	7.24	\$1,763,475
\$1,077,649	613,222	185,361	4,112,548	87.61	(a) 30,687
*	295,467,449	54,878,145	350,345,594	2,288.47	153,091
*	42,899,006	1,076,314	43,975,320	267.87	164,167
.....	32,549	15,488	198,032	5.43	36,470
3,358	249,919	56,077	558,208	13.76	40,554
*	3,746	49,764	2,517,106	28.32	88,877
*	394,475	52,076	3,682,665	43.27	85,109
*	752	802	330,977	19.70	16,800
418,662	1,578,177	45,572	5,226,367	50.97	102,538
856,133	3,155,744	1,094,983	7,695,759	108.06	71,217
.....	566,140	175,173	5,885,231	245.15	24,006
1,671	75,997	115,478	2,014,474	97.64	20,632
.....	.....	3	69,504	.31	224,207
.....	12,240	1,474	55,135	7.30	7,553
195,515	5,355,249	8,694	6,621,336	50.06	132,268
.....	132	.....	402,694	4.06	99,186
1,750,000	22,682	5,882	5,016,800	77.43	39,547
213,230	403,699	109,384	4,125,357	80.18	51,451
.....	176,436	33	432,956	2.45	176,717
.....	293,593	2,795	2,696,388	6.78	397,697
1,297,039	4,298,125	629,723	10,992,917	112.00	98,151
6,226,730	7,748,334	3,297,671	38,569,349	144.45	267,008
24,383,021	73,512,713	18,022,301	267,358,782	2,071.24	129,081
.....	506,008	121,872	5,130,917	85.83	59,780
4,653,468	11,932,366	3,988,834	67,028,814	360.02	186,181
.....	159,745	71,818	2,440,070	8.25	295,766
.....	17,243	162,147	1,181,408	27.61	42,789
.....	615,503	634	616,137	21.00	29,339
*	68,693,161	4,752,079	73,445,240	392.57	187,088
*	818,926	62,744	881,670	61.14	14,420

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN THE

TITLE OF CORPORATION.	OPERATING INCOME.			
	Railway Operating Revenues.	Railway Operating Expenses.	Net Revenue From Railway Operations.	Railway Tax Accruals.
	1	2	3	4
1 Baltimore, Chesapeake & Atlantic Railway Co.....	\$1,232,020	\$1,029,974	\$202,046	\$27,491
2 Baltimore & Ohio Railroad Co.....	116,968,882	84,460,295	32,508,587	4,002,736
3 Baltimore & Sparrow's Point Railroad Co.....	189,414	63,828	125,586	4,791
4 Canton Railroad Co.....	59,658	54,619	5,039	689
5 Chesapeake Beach Railway Co.....	105,929	93,447	12,482	3,373
6 Cumberland & Pennsylvania Railroad Co.....	777,431	695,656	81,775	42,171
7 Cumberland Valley Railroad Co.....	3,684,644	2,039,343	1,645,301	115,159
8 Emmitsburg Railroad Co.....	9,058	6,456	2,602	196
9 Maryland, Delaware & Virginia Railway Co.....	924,287	877,956	46,331	12,906
10 Maryland & Pennsylvania Railroad Co.....	489,894	334,092	155,802	17,683
11 New York, Philadelphia & Norfolk Railroad Co.....	5,194,158	3,443,072	1,751,086	152,282
12(a) Northern Central Railway Co. (P. R. R.).....	15,533,686	12,698,251	2,835,435	508,801
13(b) Northern Central Railway Co.....				
14 Norfolk & Western Railway Co.....	59,449,982	33,508,732	25,941,249	2,480,000
15(d) Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16....	17,615,353	12,828,200	4,787,153	513,253
16 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16...	7,931,071	5,832,084	2,098,987	221,231
17 Union Railroad Co.....	1,962,200	244,527	1,717,673	89,563
18 Washington, Potomac & Chesapeake Railway Co.....	25,420	23,376	2,044	1,973
19 Western Maryland Railway Co.....	11,967,982	7,516,222	4,451,760	405,540
20 York, Hanover & Frederick Railroad Co.....				12,486

TITLE OF CORPORATION.	NON-OPERATING INCOME Continued.			
	Miscella- neous Rents.	Miscella- neous Non- Operating Physical Property.	Separately Operated Properties, Profit.	Dividend Income.
	14	15	16	17
1 Baltimore, Chesapeake & Atlantic Railway Co.....	\$7,877			
2 Baltimore & Ohio Railroad Co.....	407,822	\$34,445	\$224,890	\$1,901,829
3 Baltimore & Sparrow's Point Railroad Co.....	46			
4 Canton Railroad Co.....				
5 Chesapeake Beach Railway Co.....	12			
6 Cumberland & Pennsylvania Railroad Co.....	1,038			
7 Cumberland Valley Railroad Co.....		13,810		13,888
8 Emmitsburg Railroad Co.....				
9 Maryland, Delaware & Virginia Railway Co.....	1,197			80
10 Maryland & Pennsylvania Railroad Co.....				
11 New York, Philadelphia & Norfolk Railroad Co.....	1,033			4,362
12(a) Northern Central Railway Co. (P. R. R.).....	139,783	550		850,008
13(b) Northern Central Railway Co.....				
14 Norfolk & Western Railway Co.....	34,778	29,850		20,999
15(d) Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16....	121,423	1,511		498,166
16 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16...	45,647	912		514,841
17 Union Railroad Co.....	57			
18 Washington, Potomac & Chesapeake Railway Co.....	25			
19 Western Maryland Railway Co.....	9,004	586	8,190	143,656
20 York, Hanover & Frederick Railroad Co.....	673			

(a) Operating report of Pennsylvania Railroad Company.

(b) Report of principal company.

(d) NOTE—Same as on Table No. 8.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 7.

INCOME ACCOUNT FOR THE YEAR AND THE PROFIT AND LOSS ACCOUNT ON DECEMBER 31, 1916.

OPERATING INCOME—Continued.				NON-OPERATING INCOME.				
Uncollectible Railway Revenues.	Railway Operating Income.	Miscella- neous Operating Income.	Total Operating Income.	Hire of Freight Cars. Credit Balance.	Rent from Locomo- tives.	Rent from Passenger Cars and Other Equipment.	Joint Facil- ity Rent Income.	Lease of Roads.
5	6	7	8	9	10	11	12	13
\$37	\$174,518		\$174,518			\$10,564	\$866	
40,254	28,465,597		28,465,597		\$146,491	140,100	742,727	\$3,863
	120,795		120,795				12,378	
56	4,293		4,293		93			
	9,109		9,109		10	1,718		
	39,604		39,604	\$170,272	2,020	697	13,318	
258	1,529,884		1,529,884		68,752	16,652	30,451	
	2,406		2,406					
1	33,424		33,424			3,400	98	
785	137,334		137,334		8,476	121		
461	1,598,343		1,598,343		3,228	38,560	3,038	
	2,326,634		2,326,634		324	53,483	124,109	
								2,529,821
1,983	23,459,266		23,459,266	1,397,313	74,836	70,512	57,445	
1,514	4,272,386		4,272,386		23,771	98,998	129,525	221
706	1,877,050		1,877,050		8,883	43,275	61,122	92
	1,628,110		1,628,110					
	71		71					500
546	4,045,674	\$856	4,046,530		22,105	6,781	21,287	
	12,487		12,487					34,049

NON-OPERATING INCOME—Continued.					DEDUCTIONS FROM GROSS INCOME.			
Income from Funded and Unfunded Securities.	Income from Reserve Funds.	Miscella- neous Income.	Total Non- Operating Income.	Gross Income.	Hire of Freight Cars. Debit Balance.	Rent for Locomo- tives.	Rent for Passenger Cars and Other Equipment.	Joint Facility Rents.
18	19	20	21	22	23	24	25	26
\$2,770			\$22,077	\$196,596	\$24,612		\$10,033	\$1,684
2,442,997	\$38,993	\$5,522	6,089,680	34,555,277	1,468,505	\$29,027	277,523	1,192,090
			12,424	133,219	32,468	846	24	
1,172			1,265	5,558	6,235			
82			1,822	10,931	1,777	142		
70,196		38	257,580	297,184			25	1,891
57,693	1,593	307	203,145	1,733,029	109,260	3,489	7,987	2,806
140			140	2,546	257			
49			4,824	38,248	9,229		10,336	1,056
952			9,549	146,883	14,936		320	
	63,975		114,196	1,712,539	131,362	18,126	81,737	3,158
63,058			1,231,315	3,557,949	400,994	9,716	78,482	104,502
			2,529,821	2,529,821				
790,593		224,978	2,701,306	26,160,572		8,021	55,699	128,872
15,598		977	890,190	5,162,576	390,833	52,028	142,850	543,797
7,113		407	682,294	2,559,344	195,776	22,091	61,752	232,896
7,830			7,773	1,635,883				
18			543	614	1,178	986		
68,645	2,667	120	283,042	4,329,572	21,248	18,429	16,930	95,267
			34,722	22,235	10,786	5,572	2,988	

TABLE No. 7

DEDUCTIONS FROM GROSS INCOME—Continued.					
TITLE OF CORPORATION.	Rent for Leased Roads.	Miscella- neous Rents.	Miscella- neous Tax Accruals.	Separately Operated Properties, Loss.	Interest on Funded Debt.
	27	28	29	30	31
1 Baltimore, Chesapeake & Atlantic Railway Co.....		\$44,172			\$67,833
2 Baltimore & Ohio Railroad Co.....	\$32,339	188,880	\$237,842	\$114,183	18,118,620
3 Baltimore & Sparrow's Point Railroad Co.....					
4 Canton Railroad Co.....					
5 Chesapeake Beach Railway Co.....	500	1			50,000
6 Cumberland & Pennsylvania Railroad Co.....					61,083
7 Cumberland Valley Railroad Co.....	183,004	600			108
8 Emmitsburg Railroad Co.....					
9 Maryland, Delaware & Virginia Railway Co.....		44,884			100,000
10 Maryland & Pennsylvania Railroad Co.....	10,000	1,329			66,496
11 New York, Philadelphia & Norfolk R. R. Co.....		50			166,547
12(a) Northern Central Railway Co. (P. R. R.).....	2,824,632	791			
13(b) Northern Central Railway Co.....					358,453
14 Norfolk & Western Railway Co.....		1,693		2,640	4,137,227
15(d) Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16.....	500,094	9,385	2,455		685,755
16 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16.....	116,947	3,830	750		330,365
17 Union Railroad Co.....			596		232
18 Washington, Potomac & Chesapeake Railway Co.....					5,000
19 Western Maryland Railway Co.....	149,790	37,036			2,409,299
20 York, Hanover & Frederick Railroad Co.....		1,094			6,000

CREDITS.				
TITLE OF CORPORATION.	Income Balance Transferred to Profit and Loss.	Credit Balance at Beginning of Year.	Balance Transferred from Income.	Unrefund- able Over- charges.
	41	42	43	44
1 Baltimore, Chesapeake & Atlantic Railway Co.....	\$85,257			
2 Baltimore & Ohio Railroad Co.....	6,410,259	\$40,659,802	\$6,410,259	\$204,182
3 Baltimore & Sparrow's Point Railroad Co.....	20,828	91,422	20,828	
4 Canton Railroad Co.....	21,377			
5 Chesapeake Beach Railway Co.....	96,834			
6 Cumberland & Pennsylvania Railroad Co.....	176,483		176,483	
7 Cumberland Valley Railroad Co.....	11,829	697,148	11,829	
8 Emmitsburg Railroad Co.....	2,289	984	2,289	
9 Maryland, Delaware & Virginia Railway Co.....	132,715			
10 Maryland & Pennsylvania Railroad Co.....	804		804	
11 New York, Philadelphia & Norfolk Railroad Co.....	942,998	1,443,956	942,998	
12(a) Northern Central Railway Co. (P. R. R.).....				
13(b) Northern Central Railway Co.....	2,005	3,654,178	2,005	
14 Norfolk & Western Railway Co.....	20,880,402	15,726,515	20,880,402	394
15(d) Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16.....	515,770	5,465,220	515,770	
16 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16.....	68,088	10,197,718		2,823
17 Union Railroad Co.....	456,282	1,540,812	456,282	
18 Washington, Potomac & Chesapeake Railway Co.....	7,443	47,230	7,443	
19 Western Maryland Railway Co.....	1,319,060		1,319,060	778
20 York, Hanover & Frederick Railroad Co.....	27,547	391,589	27,547	

(a) Operating report of Pennsylvania Railroad Company.
(b) Report of principal company.
(c) Cincinnati, Hamilton & Dayton Railway Company—reorganization adjustment, \$10,892,323.23.
(d) NOTE—Same as on Table No. 8.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

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DEDUCTIONS FROM GROSS INCOME—Continued.			DISPOSITION OF NET INCOME.					
Interest on Unfunded Debt.	Miscellaneous Income Charges.	Total Deductions from Gross Revenue.	Net Income.	Applied to Sinking and Other Reserve Funds.	Dividend Appropriations of Income.	Investments in Physical Property.	Miscellaneous.	Total Appropriations of Income.
32	33	34	35	36	37	38	39	40
\$24,097	\$100,007	\$272,439	\$75,843	\$340		\$9,073		\$9,413
241,961	1,630	21,902,602	12,652,675	89,315	\$6,153,101			6,242,416
		33,338	99,881		75,000	4,053		79,053
20,700		26,935	21,377					
55,346		107,765	96,834					
	5	63,005	234,179	57,696				57,696
2,833		310,088	1,422,941	1,593	426,676	982,843		1,411,112
		257	2,289					
4,608	191	170,305	132,056			659		659
1,428	2,225	96,734	50,149			49,345		49,345
711	754	402,445	1,310,093	67,095	300,000			367,095
		3,419,117	138,832					
	3,191	361,644	2,168,177		2,166,172			2,166,172
336	22,009	4,356,948	21,804,074		919,672		\$4,000	923,672
179,843	46,733	2,613,775	2,548,802		502,760	1,300,929	229,343	2,033,032
51,772	1,176	1,017,356	1,541,987		1,057,478	524,980	27,618	1,610,076
		828	1,635,055		1,155,000	23,773		1,178,773
892		8,057	7,443					
235,961	26,561	3,010,512	1,319,060					
		26,440	4,296			23,341		23,341

DEBITS.

Miscellaneous Credits.	Debit Balance at Beginning of Year.	Balance Transferred from Income.	Dividend Appropriation from Surplus.	Debt Discount Extinguished Through Surplus.	Loss on Retired Road and Equipment.	Miscellaneous Debits.	Credit Balance Carried to Balance Sheet.	Debit Balance Carried to Balance Sheet.
45	46	47	48	49	50	51	52	53
\$7,992	\$151,537	\$85,257			\$167,958	\$122		\$396,882
1,202,082			\$3,798,652	\$1,957,330	677,696	(c) 14,337,902	\$27,704,746	
							112,250	
	115,647	21,377						137,024
450	1,623,034	96,834			50,126			1,769,544
17,330			193,813					
15,956					19,219	11,830	693,884	
						1,044	2,229	
493	839,994	132,715				651		972,867
96	990				1,424	664		2,177
3,987					2,498	183	2,388,261	
1,985					8,033	32,306	3,617,829	
387,059			9,144,338		50,589	9,373,603	18,425,839	
16,431					1,669	9,906	5,985,745	
180,555		68,088			127	1,075	10,311,806	
							1,997,095	
								54,673
4,272	2,915,316				1,632	1,695		1,594,533
		27,547						419,136

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL REVENUE

TITLE OF CORPORATION.		TOTALS.		CLASSIFI- CATION OF REVENUES.
		Railway Operating Revenues. Year Ended December 31, 1916.	Increase Over Preceding Year.	Freight Revenue.
		1	2	3
1	Baltimore, Chesapeake & Atlantic Railway Co.....	\$1,232,021	\$77,598	\$178,130
2	Baltimore & Ohio Railroad Co.....	116,968,881	16,251,215	91,891,921
3	Baltimore & Sparrow's Point Railroad Co.....	189,414	*	156,499
4	Canton Railroad Co.....	59,658	19,607	.....
5	Chesapeake Beach Railway Co.....	105,929	*	18,866
6	Cumberland & Pennsylvania Railroad Co.....	777,431	26,572	724,594
7	Cumberland Valley Railroad Co.....	3,684,644	593,480	2,828,615
8	Emmitsburg Railroad Co.....	9,058	*	4,482
9	Maryland, Delaware & Virginia Railway Co.....	924,287	20,132	75,924
10	Maryland & Pennsylvania Railroad Co.....	489,894	*	257,095
11	New York, Philadelphia & Norfolk Railroad Co.....	5,194,158	1,039,173	4,332,047
12 (a)	Northern Central Railway Co.....	15,533,686	2,288,700	11,794,832
13	Norfolk & Western Railway Co.....	59,449,982	9,781,730	51,114,205
14	Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16.....	17,615,353	*	9,099,502
15 (b)	Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16.....	7,931,071	*	3,985,351
16	Union Railroad Co.....	1,962,200	342,179	1,633,128
17	Washington, Potomac & Chesapeake Railway Co.....	25,420	*	20,121
18	Western Maryland Railway Co.....	11,967,982	2,079,382	10,123,163

TITLE OF CORPORATION.		CLASSIFICATION OF REVENUES—Continued.		
		Special Service Train.	Water Transfers.	Total Rail Line Transporta- tion Revenue.
		12	13	14
1	Baltimore, Chesapeake & Atlantic Railway Co.....	\$425	.....	\$328,472
2	Baltimore & Ohio Railroad Co.....	23,106	\$10,763	114,002,019
3	Baltimore & Sparrow's Point Railroad Co.....	.....	.....	156,499
4	Canton Railroad Co.....	.....	.....	52,473
5	Chesapeake Beach Railway Co.....	350	.....	104,831
6	Cumberland & Pennsylvania Railroad Co.....	800	.....	774,976
7	Cumberland Valley Railroad Co.....	252	.....	3,644,773
8	Emmitsburg Railroad Co.....	.....	.....	8,425
9	Maryland, Delaware & Virginia Railway Co.....	51	.....	146,360
10	Maryland & Pennsylvania Railroad Co.....	30	.....	482,048
11	New York, Philadelphia & Norfolk Railroad Co.....	848	49,176	5,057,380
12 (a)	Northern Central Railway Co.....	4,804	.....	15,263,994
13	Norfolk & Western Railway Co.....	24,045	3,191	58,542,097
14	Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16.....	5,518	.....	17,271,289
15 (b)	Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16.....	2,070	.....	7,784,690
16	Union Railroad Co.....	.....	.....	1,959,317
17	Washington, Potomac & Chesapeake Railway Co.....	.....	.....	25,420
18	Western Maryland Railway Co.....	2,070	.....	11,531,777

(a) Operated by the Pennsylvania Railroad Co.
(b) NOTE—Effective September 15th, 1916, the following railroads were consolidated, forming The Philadelphia, Baltimore & Washington Railroad Company:
Philadelphia, Baltimore & Washington Railroad Company,
The Philadelphia & Baltimore Central Railroad Company,
Columbia & Port Deposit Railroad Company,
The Elkton & Middletown Railroad Company.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 8.

FROM RAIL OPERATIONS AND THE CLASSIFICATION THEREOF FOR THE YEAR ENDED DECEMBER 31, 1916.

CLASSIFICATION OF REVENUES—Continued.

Passenger Revenue.	Excess Baggage.	Parlor and Chair Car.	Mail.	Express.	Other Passenger Train Service.	Milk.	Switching.
4	5	6	7	8	9	10	11
\$120,723	\$542		\$7,339	\$20,410	\$387		\$515
16,169,173	142,123	\$26,736	1,390,586	2,547,891	58,643	\$395,624	1,435,452
							52,473
78,326	82	2,830	2,051	2,240	5		81
39,441	232		3,299	1,925	163	52	4,468
677,383	4,673		22,668	78,400	3,893	21,532	7,357
2,363	11		175	922		472	
58,138	192		3,932	8,042	80		
101,511	500		6,697	7,912	2,130	51,498	54,674
494,829	3,860		35,611	107,678	2,570	1,253	29,508
2,660,639	19,418		147,057	390,011	40,782	130,921	75,529
5,956,081	54,752		444,197	686,274	10,562		248,790
6,861,801	37,306		310,800	683,943	93,196	139,753	39,468
3,173,717	17,339		144,797	354,243	87,892	52,773	16,507
305,472	26		10,278	7,748	2,647		17
3,138			1,443	718			
1,032,983	6,646		58,626	152,762	17,919	79,940	50,724

CLASSIFICATION OF REVENUES—Continued.

Dining and Buffet.	Station, Train and Boat Privileges.	Parcel Room.	Storage. Freight.	Storage. Baggage.	WATER LINE TRANSPORTATION.		
					Freight.	Passenger.	Miscellaneous.
15	16	17	18	19	20	21	22
	\$232	\$174	\$394	\$41	\$597,478	\$275,958	\$25,172
\$484,771	60,237	28,297	214,737	10,098			
	58		1,116				
	192		27				
	143						
	333	1,052	2,027	357			
	105	26	243	38	477,977	265,572	31,596
	46		274	11			
47,774	2,802	563	4,195	253			
	35,202	15,714	42,707	5,562		1,226	
122,469	22,264	6,018	51,449	3,495			
	15,556	3,524	6,972	1,814		1,069	
	8,000	1,636	2,230	770			
	13						
9,257	6,334	594	24,294	187			

TABLE No. 8

TITLE OF CORPORATION.		CLASSIFICATION OF REVENUES—Continued.		
		WATER LINE TRANSPORTAT'N —Continued.	Demurrage.	Telegraph and Telephone.
		Total Water Line Revenue.		
		23	24	25
1	Baltimore, Chesapeake & Atlantic Railway Co.....	\$898,608	\$3,055	.....
2	Baltimore & Ohio Railroad Co.....	.....	642,696	\$ 60,000
3	Baltimore & Sparrow's Point Railroad Co.....	.....	30,518	216
4	Canton Railroad Co.....	.....	4,427	.....
5	Chesapeake Beach Railway Co.....	.....	64	74
6	Cumberland & Pennsylvania Railroad Co.....	.....	1,462	195
7	Cumberland Valley Railroad Co.....	.....	11,426	6,173
8	Emmitsburg Railroad Co.....	.....	24	.....
9	Maryland, Delaware & Virginia Railway Co.....	775,145	899	.....
10	Maryland & Pennsylvania Railroad Co.....	.....	6,901	12
11	New York, Philadelphia & Norfolk Railroad Co.....	.....	45,850	19,934
12 (a)	Northern Central Railway Co.....	1,226	123,874	7,493
13	Norfolk & Western Railway Co.....	.....	202,015	.....
14 (b)	Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16.....	1,069	99,847	10,673
15	Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16.....	.....	38,072	5,108
16	Union Railroad Co.....	.....	2,860	.....
17	Washington, Potomac & Chesapeake Railway Co.....	.....	.....	.....
18	Western Maryland Railway Co.....	.....	68,983	.....

(a) Operated by the Pennsylvania Railroad Co.

(b) **NOTE**—Effective September 15th, 1916, the following railroads were consolidated, forming The Philadelphia Baltimore & Washington Railroad Company:

Philadelphia, Baltimore & Washington Railroad Company,
The Philadelphia & Baltimore Central Railroad Company,
Columbia & Port Deposit Railroad Company,
The Elkton & Middletown Railroad Company.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

—Continued.

CLASSIFICATION OF REVENUES—Continued.

Grain Elevator.	Stock Yard.	Power.	Rents of Buildings and Other Property.	Miscellaneous.	Total Incidental Operating Revenues.	Joint Facility Operating Revenue.
26	27	28	29	30	31	32
\$525,643	\$8,865		\$100	\$621	\$4,616	\$324
			6,926	767,260	2,809,530	157,331
			710	296	32,915	
				2,758	7,185	
			736	6	1,098	
		\$655			2,455	
		9,484	5,950	1,400	38,201	1,669
			128	480	632	
			6	1,444	2,761	20
					7,846	
		3,534	5,131	6,741	136,778	
		5,039	11,126	50,473	297,192	28,726
4,256	8,388		40,891	445,381	906,626	1,258
		1,414	15,484	17,828	173,113	169,882
		734	6,817	7,867	71,229	75,152
				10	2,883	
280,798			3,675	42,082	436,205	

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL

TITLE OF CORPORATION.	TOTALS.		MAINTENANCE OF WAY AND STRUCTURES.	
	Operating Expenses For Year Ended December 31, 1916.	Increase Over Preceding Year.	Superintendence.	Maintenance of Roadway and Track.
	1	2	3	4
1 Baltimore, Chesapeake & Atlantic Ry. Co.....	\$1,029,974	\$71,195	\$4,310	\$48,191
2 Baltimore & Ohio Railroad Co.....	84,480,295	16,807,692	715,587	10,291,983
3 Baltimore & Sparrow's Point Railroad Co.....	63,828	*	872	13,038
4 Canton Railroad Co.....	54,619	10,598	905	3,693
5 Chesapeake Beach Railway Co.....	93,447	*	882	11,779
6 Cumberland & Pennsylvania Railroad Co.....	695,656	15,820	7,372	51,494
7 Cumberland Valley Railroad Co.....	2,039,343	159,744	25,703	339,615
8 Emmitsburg Railroad Co.....	6,456	*	90	1,544
9 Maryland, Delaware & Virginia Railway Co.....	877,956	28,699	3,365	47,248
10 Maryland & Pennsylvania Railroad Co.....	334,092	*	3,079	56,521
11 New York, Philadelphia & Norfolk R. R. Co.....	3,443,072	301,874	27,214	259,370
12(a) Northern Central Railway Co.....	12,698,251	1,599,107	134,019	1,335,357
13 Norfolk & Western Railway Co.....	33,508,732	3,819,656	314,544	4,497,777
14 Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16....	12,828,200	*	144,884	1,273,544
15 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16...	5,832,083	*	64,136	471,027
16 Union Railroad Co.....	244,527	34,870	10,692	132,951
17 Washington, Potomac & Chesapeake Ry. Co.....	23,376	*	903	4,160
18 Western Maryland Railway Co.....	7,516,222	862,864	82,209	993,870

TITLE OF CORPORATION	MAINTENANCE OF EQUIPMENT—Continued.			
	Depreciation and Retirements of Locomotives.	Repairs of Cars.	Depreciation and Retirements of Cars.	Repairs of Floating Equipment.
	14	15	16	17
1 Baltimore, Chesapeake & Atlantic Ry. Co.....	\$6,566	\$11,046	\$6,948	\$168,982
2 Baltimore & Ohio Railroad Co.....	1,212,056	6,865,114	3,255,794	407,717
3 Baltimore & Sparrow' Point Railroad Co.....		1,610		
4 Canton Railroad Co.....		249		
5 Chesapeake Beach Railway Co.....		6,569		
6 Cumberland & Pennsylvania Railroad Co.....	11,207	184,119	69,670	
7 Cumberland Valley Railroad Co.....	35,476	99,408	44,802	
8 Emmitsburg Railroad Co.....		297		
9 Maryland, Delaware & Virginia Rai way Co.....	2,955	7,716	4,175	179,515
10 Maryland & Pennsylvania Railroad Co.....		12,136		
11 New York, Philadelphia & Norfolk R. R. Co.....	52,144	285,723	129,013	165,609
12(a) Northern Central Railway Co.....	222,674	1,133,970	420,739	35
13 Norfolk & Western Railway Co.....	694,847	3,964,960	1,415,308	3,443
14 Phila., Balto. & Wash, R. R. Co., 1/1/16-9/14/16....	208,273	1,032,077	400,254	430
15 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16..	89,190	448,004	158,335	747
16 Union Railroad Co.....				
17 Washington, Potomac & Chesapeake Ry. Co.....		11		
18 Western Maryland Railway Co.....	97,589	564,214	174,542	7,961

(a) Operating report of Pennsylvania Railroad Company.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 9.

EXPENSES FROM OPERATING AND THE CLASSIFICATION THEREOF, FOR THE YEAR ENDED DECEMBER 31, 1916.

MAINTENANCE OF WAY AND STRUCTURES—Cont.

MAINTENANCE OF EQUIPMENT.

Maintenance of Track Structures.	Maintenance of Ancillary Structures.	Injuries to Persons.	Other Way and Structure Expenses.	Maintenance of Joint Tracks and Yards.	Total Maintenance of Way and Structures.	Superintendence.	Repairs of Machinery.	Repairs of Locomotives.
5	6	7	8	9	10	11	12	13
\$9,305	\$20,749		\$2,189	\$31	\$84,776	\$6,254	\$746	\$11,536
1,353,767	2,006,092	\$48,317	325,233	84,322	14,825,802	722,106	600,031	9,699,874
	602		591	567	14,506	569		3,737
	9,610		122		14,830	230	3	1,687
	6,586		513		19,760	904	197	9,482
9,151	3,946	154	1,534	2,100	75,751	8,476	8,646	41,621
39,801	29,052	604	10,574	480	445,829	16,779	7,064	110,176
	205		107		1,946	90		97
3,776	11,034		1,963	341	67,727	3,693	1,087	8,298
	11,393		2,712	69	73,775	3,045	405	23,477
31,844	74,618	98	14,441	2,543	410,122	21,699	4,363	176,902
440,827	371,805	2,698	59,716	50,101	2,294,321	137,222	45,579	1,226,029
905,397	875,220	35,099	155,031	11,504	6,771,473	228,886	373,948	3,427,072
392,877	210,849	2,284	61,614	145,532	2,231,584	120,491	55,661	1,201,967
264,727	112,761	943	41,570	69,376	1,024,540	53,213	29,839	658,373
	1,728		4,750	419	150,541			
					5,063			2,111
83,176	105,535	2,815	27,227	31,640	1,326,472	43,106	41,736	833,063

MAINTENANCE OF EQUIPMENT—Continued.

Depreciation and Retirements of Floating Equipment.	Repairs of Work Equipment.	Depreciation and Retirements of Work Equipment.	Miscellaneous Equipment Repairs.	Miscellaneous Equipment Depreciation and Retirements	Injuries to Persons.	Other Equipment Expenses.	Maintaining Joint Equipment at Terminals.	Total Maintenance of Equipment.
18	19	20	21	22	23	24	25	26
\$30,169	\$104				\$6	\$23,418		\$265,777
40,329	221,768	\$148,188	\$5,784	\$4,225	55,287	247,327	\$33,381	23,569,581
			36	1,936		38	262	7,665
			1,068	2,745				5,983
			129	1,543		223		19,047
	670	928			605	1,558		327,502
	15,717	5,173			648	3,648	1,231	340,124
			15	165				664
15,879	100				57	18,947		242,425
				12,809		889		52,761
104,244	4,283	4,701			157	27,672	8,933	985,444
	64,991	14,835	9,744	793	2,787	23,152	43,096	3,259,454
943	107,172	33,178	48	587	25,808	61,583	4,718	10,342,501
164	64,334	14,689	71	189	2,828	22,274	91,313	3,215,015
72	35,192	3,582	25	90	1,321	8,369	42,502	1,528,854
				268				2,390
1,879	17,530	21,939			4,561	15,099		1,823,219

TABLE No.

TITLE OF CORPORATION.	TRAFFIC.			
	Superintendence.	Outside Agencies.	Other Traffic Expenses.	Total Traffic Expenses.
	27	28	29	30
1 Baltimore, Chesapeake & Atlantic Ry. Co.....	\$6,190	\$424	\$10,909	\$17,523
2 Baltimore & Ohio Railroad Co.	687,911	670,862	754,495	2,113,268
3 Baltimore & Sparrow's Point Railroad Co.....				936
4 Canton Railroad Co.....				1,378
5 Chesapeake Beach Railway Co.....				3,954
6 Cumberland & Pennsylvania Railroad Co.....				3,654
7 Cumberland Valley Railroad Co.....	22,682	3,792	26,638	53,112
8 Emmitsburg Railroad Co.....				133
9 Maryland, Delaware & Virginia Railway Co.....				15,783
10 Maryland & Pennsylvania Railroad Co.....				6,696
11 New York, Philadelphia & Norfolk R. R. Co.....	21,495	11,005	24,008	56,508
12(a) Northern Central Railway Co.....	62,069	63,759	57,135	182,963
13 Norfolk & Western Railway Co.....	186,469	183,869	368,714	739,052
14 Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16....	76,966	73,967	90,180	241,113
15 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16...	32,849	33,887	40,423	107,159
16 Union Railroad Co.....				
17 Washington, Potomac & Chesapeake Ry. Co.....				
18 Western Maryland Railway Co.....	93,678	100,036	70,738	264,452

TITLE OF CORPORATION.	TRANSPORTATION, RAIL LINE—Cont.			
	Trainmen.	Train Supplies and Expenses.	Injuries to Persons.	Loss and Damage.
	40	41	42	43
1 Baltimore, Chesapeake & Atlantic Ry. Co.....	\$22,633	\$4,816	\$222	\$636
2 Baltimore & Ohio Railroad Co.....	4,943,512	1,448,125	762,958	1,176,269
3 Baltimore & Sparrow's Point Railroad Co.....			10	
4 Canton Railroad Co.....			68	
5 Chesapeake Beach Railway Co.....			440	52
6 Cumberland & Pennsylvania Railroad Co.....	54,715	5,511	1,349	714
7 Cumberland Valley Railroad Co.....	150,633	33,022	1,065	9,416
8 Emmitsburg Railroad Co.....				6
9 Maryland, Delaware & Virginia Railway Co.....	13,838	2,206	2,896	356
10 Maryland & Pennsylvania Railroad Co.....			2,005	1,673
11 New York, Philadelphia & Norfolk R. R. Co.....	144,319	22,520	876	37,956
12(a) Northern Central Railway Co.....	786,530	196,305	4,930	15,295
13 Norfolk & Western Railway Co.....	1,986,976	477,726	174,893	191,067
14 Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16....	842,926	288,679	3,934	16,133
15 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16...	367,563	134,836	2,088	3,396
16 Union Railroad Co.....			18	2,587
17 Washington, Potomac & Chesapeake Ry. Co.....				
18 Western Maryland Railway Co.....	605,541	92,206	79,929	49,630

(a) Operating report of Pennsylvania Railroad Company.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TRANSPORTATION, RAIL LINE.

Superin- tending and Dispatch- ing.	Station Service.	Yard Enginemen and Motormen.	Other Yard Employees.	Fuel For Yard Locomotives and Power Purchased.	Other Yard Expenses.	Train Enginemen and Motormen.	For Train Locomotives and Power Purchased.	Other Train Locomotive Supplies and Expenses.
31	32	33	34	35	36	37	38	39
\$9,031	\$35,271	\$1,866	\$4,799	\$2,511	\$186	\$17,427	\$30,683	\$9,864
1,625,242	6,713,681	1,795,810	4,144,485	1,171,608	685,481	5,149,326	5,725,280	1,893,110
5,669	4,013	9,156	.....	6,420	565	8,536	2,734	596
1,635	5,038	11,416	.....	5,003	1,665	.....	.....	.....
2,483	5,719	.....	.....	.....	.....	9,988	12,117	3,430
21,385	40,934	.....	.....	.....	.....	41,847	44,323	27,302
98,124	188,986	25,682	70,277	34,342	11,684	137,210	252,898	57,079
90	528	.....	.....	.....	.....	720	1,294	88
5,763	17,555	.....	21	325	71	10,650	15,725	5,886
6,531	41,350	11,858	.....	5,514	1,689	45,499	41,561	16,361
97,010	283,307	37,961	91,603	42,682	18,119	103,228	308,655	42,710
356,682	1,719,112	331,910	849,636	186,763	169,160	694,194	733,167	268,336
679,366	1,923,421	406,349	1,200,726	320,422	250,047	2,445,222	2,856,092	1,120,917
475,298	721,286	181,717	494,343	190,360	74,199	686,952	1,195,110	302,640
311,468	328,430	83,398	221,361	81,651	34,366	301,097	530,326	127,891
31,913	28	1,291	.....	.....	343	.....	.....	628
.....	2,122	.....	.....	.....	.....	4,660	1,817	171
252,813	492,023	140,520	312,838	94,976	55,118	567,017	630,352	192,438

TRANSPORTATION, RAIL LINE—Cont.

TRANSPORTATION, WATER LINE

Other Casualty Expenses.	Other Transporta- tion Expenses.	Operating Joint Yards and Terminals.	Operating Joint Tracks and Facilities.	Total Transporta- tion, Rail Line.	Operation of Vessels.	Operation of Terminals.	Incidentals.	Total Transporta- tion, Water Line.
44	45	46	47	48	49	50	51	52
\$1,892	\$5,614	\$1,092	\$2,517	\$148,879	\$357,755	\$112,634	\$8,994	\$479,383
545,557	2,222,323	540,273	21,890	40,564,932	.....	.....	.....	.....
663	4,092	311	3,754	39,013	.....	.....	.....	.....
1,660	998	.....	.....	27,683	.....	.....	.....	.....
124	5,277	.....	.....	39,581	.....	.....	.....	.....
2,234	6,491	522	1,157	248,486	.....	.....	.....	.....
10,920	44,268	28,623	4,986	1,091,999	.....	.....	.....	.....
76	362	.....	.....	3,078	.....	.....	.....	.....
2,019	5,600	207	1,038	82,247	.....	.....	.....	447,142
18,884	4,470	.....	.....	180,530	.....	.....	.....	.....
137,455	493,343	62,444	3,068	1,802,559	.....	.....	.....	.....
232,590	360,429	450,294	3,673	6,563,284	.....	.....	.....	.....
163,802	421,134	75,515	16,622	14,778,086	.....	.....	.....	.....
74,960	349,377	714,391	1,106	8,700,042	.....	.....	.....	.....
9,502	166,904	319,682	1,968	2,990,448	.....	.....	.....	.....
.....	21,521	1,102	1,018	67,915	.....	.....	.....	.....
.....	1,179	.....	.....	9,948	.....	.....	.....	.....
28,064	137,290	41,836	14,126	3,713,338	.....	.....	.....	.....

TABLE No. 1

TITLE OF CORPORATION.	MISCELLANEOUS OPERATIONS.			
	Dining and Buffet Service.	Grain Elevators.	Other Miscella- neous Expenses.	Total Miscella- neous Expenses.
	53	54	55	56
1 Baltimore, Chesapeake & Atlantic Ry. Co.....				
2 Baltimore & Ohio Railroad Co.....	\$484,171	\$338,261		\$822,432
3 Baltimore & Sparrow's Point Railroad Co.....				
4 Canton Railroad Co.....				
5 Chesapeake Beach Railway Co.....				
6 Cumberland & Pennsylvania Railroad Co.....				489
7 Cumberland Valley Railroad Co... ..			\$10,810	10,810
8 Emmitsburg Railroad Co.....				
9 Maryland, Delaware & Virginia Railway Co.....				
10 Maryland & Pennsylvania Railroad Co.....				
11 New York, Philadelphia & Norfolk R. R. Co.....	54,523		1,521	56,044
12(a) Northern Central Railway Co.....			6,260	6,260
13 Norfolk & Western Railway Co.....	102,256	6,784	8,638	117,678
14 Phila., Balto. & Wash. R. R. Co., 1/1/16-9/14/16.....			1,370	1,370
15 Phila., Balto. & Wash. R. R. Co., 9/15/16-12/31/16...			533	533
16 Union Railroad Co.....				
17 Washington, Potomac & Chesapeake Ry. Co.....				
18 Western Maryland Railway Co.....	9,352	98,912	23,348	131,612

(a) Operating report of Pennsylvania Railroad Company.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

Continued.

GENERAL.

Administra- tion.	Law Expenses.	Relief Department and Pensions.	Valuation Expenses.	Other Expenses.	General Joint Facilities.	Total General Expenses.	Ratio of Operating Expenses to Operating Revenue.
57	58	59	60	61	62	63	64
\$25,790	\$3,527		\$2,091	\$2,371		\$33,779	83.60
1,374,761	357,528	\$491,140	74,912	301,249	\$25,279	2,624,870	72.21
1,477			110	133	11	1,709	33.70
4,722				528		5,250	91.50
10,004			7	1,093		11,104	88.22
34,478			3,107	2,189		39,774	89.48
70,197	9,557	14,507	9,869	8,743	32	112,842	55.35
584				50		634	71.26
19,693			1,708	1,389		22,790	94.99
17,616			333	2,751		20,700	68.20
110,775	10,060	4,916	3,394	6,892	70	136,107	66.29
209,968	30,008	115,987	20,903	23,912	11	400,787	81.75
581,787	174,541	30,980	92,022	98,448	220	977,998	56.36
251,750	45,920	89,269	24,519	23,125	7,563	442,146	72.82
108,160	17,865	39,916	7,495	11,771	2,850	188,057	73.53
21,527			307	4,237		26,071	12.46
5,802				172		5,974	91.96
177,806	31,799	16,170	5,606	33,034		264,415	62.80

TABLE

SHOWING FOR EACH OF THE STEAM RAILROAD CORPORATIONS NAMED THEREIN, BOTH FOR THE SYSTEM AND OPERATED ON

TITLE OF CORPORATION.	LINE OWNED—MILES.	
	Main Line.	Branches and Spurs.
	1	2
1 Baltimore Belt Railroad Co.	7.24	.....
2 Baltimore, Chesapeake & Atlantic Ry. Co.	87.06	.55
3 Baltimore & Ohio Railroad Co.	1,834.12	448.68
4 Baltimore & Ohio R. R. Co. in Pennsylvania.	202.81	65.06
5 Baltimore & Sparrow's Point Railroad Co.	5.43	.....
6 Canton Railroad Co. ....	.....	.....
7 Chesapeake Beach Railway Co.	26.44	.....
8 Columbia & Port Deposit Railway Co.	43.27	.....
9 Confluence & Oakland Railroad Co.	19.70	.....
10 Cumberland & Pennsylvania Railroad Co.	31.13	28.03
11 Cumberland Valley Railroad Co.	81.47	37.16
12 Delaware Railroad Co.	245.15	.....
13 Delaware, Maryland & Virginia Railroad Co.	97.64	.....
14 Elkton & Middletown Railroad Co. ....	.31	.....
15 Emmitsburg Railroad Co.	7.30	.....
16 George's Creek & Cumberland Railroad Co.	50.06	.....
17 Lancaster, Cecil & Southern Railroad Co.	4.06	.....
18 Maryland, Delaware & Virginia Railway Co.	71.97	5.46
19 Maryland & Pennsylvania Railroad Co.	80.18	.....
20 Maryland & Pennsylvania Terminal Ry. Co. ....	.51	.....
21 Metropolitan Southern Railroad Co.	6.78	.....
22 New York, Philadelphia & Norfolk R. R. Co.	95.00	17.00
23 Northern Central Railway Co.	144.45	.....
24 Norfolk & Western Railway Co.	2,071.24	.....
25 Philadelphia, Baltimore & Washington R. R. Co.	131.22	429.75
26 Philadelphia & Baltimore Central R. R. Co.	92.36	.....
27 Union Railroad Co.	8.25	.....
28 Washington County Railroad Co.	23.92	3.69
29 Washington, Potomac & Chesapeake Ry. Co.	21.00	.....
30 Western Maryland Railway Co.	292.28	157.71
31 York, Hanover & Frederick Railroad Co.	61.14	.....

No. 10.

AS A WHOLE AND FOR THAT PART WITHIN THE STATE OF MARYLAND, THE NUMBER OF MILES OWNED
DECEMBER 31, 1916.

LINE OWNED—MILES—Continued.					LINE OPERATED—NOT OWNED.		
Second Track.	Third Track.	Fourth Track.	Yard Track, Sidings, Etc.	Total Line Owned.	Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract.
3	4	5	6	7	8	9	10
7.24	1.10	1.10	6.91	23.59	.....	.....	.....
.....	.....	.....	16.96	104.57	.....	.....	.....
656.68	126.66	20.30	1,650.56	4,737.00	3,151.82	4.05	1,025.80
149.78	31.21	13.45	255.18	717.49	.....	.....	.....
3.01	.....	.....	3.91	12.35	.....	.....	.....
.....	.....	.....	13.76	13.76	.....	.....	.....
.....	.....	.....	4.80	31.24	.....	2.22	.....
1.18	.....	.....	16.02	60.47	.....	.....	.....
.....	.....	.....	3.03	22.73	.....	.....	.....
8.12	2.88	.....	17.52	87.68	.....	.....	2.70
57.89	2.35	.....	76.54	255.41	.....	.....	87.76
77.01	.....	.....	78.15	400.31	.....	.....	.....
.....	.....	.....	21.74	119.38	.....	.....	.....
.....	.....	.....	.32	.63	.....	.....	.....
.....	.....	.....	.70	8.00	.....	.....	.....
19.95	.....	.....	16.89	86.90	.....	.....	.....
.....	.....	.....	.71	4.77	.....	.....	.....
.....	.....	.....	11.26	88.69	.....	.....	.....
.....	.....	.....	13.25	93.93	.....	.....	.....
.....	.....	.....	1.94	2.45	.....	.....	.....
.....	.....	.....	.90	7.68	.....	.....	.....
91.68	.....	.....	83.21	286.89	.....	.....	.....
135.83	18.48	18.56	196.97	514.29	.....	.....	.....
548.16	3.93	.....	1,325.48	3,948.81	.....	.....	.....
131.22	68.40	46.55	122.88	930.02	.....	410.89	119.38
13.40	.....	.....	39.91	145.67	.....	.....	.....
7.94	3.72	2.07	16.15	38.13	.....	.....	.....
.....	.....	.....	5.52	33.13	.....	.....	.....
.....	.....	.....	.90	21.90	.....	.....	.....
35.96	.....	.....	196.00	681.95	.....	119.82	281.61
.....	.....	.....	11.08	72.22	.....	.....	.....

TABLE No. 10

LINE OPERATED —NOT OWNED.		
TITLE OF CORPORATION.		
Line Operated Under Trackage Rights.		
Total Line Operated.		
11		
12		
1	Baltimore Belt Railroad Co.....	23.59
2	Baltimore, Chesapeake & Atlantic Ry. Co.....	104.57
3	Baltimore & Ohio Railroad Co.....	9,065.22
4	Baltimore & Ohio R. R. Co. in Pennsylvania.....	740.57
5	Baltimore & Sparrow's Point Railroad Co.....	12.35
6	Canton Railroad Co.....	13.76
7	Chesapeake Beach Railway Co.....	33.46
8	Columbia & Port Deposit Railway Co.....	60.47
9	Confluence & Oakland Railroad Co.....	22.73
10	Cumberland & Pennsylvania Railroad Co.....	100.14
11	Cumberland Valley Railroad Co.....	343.17
12	Delaware Railroad Co.....	400.31
13	Delaware, Maryland & Virginia Railroad Co.....	119.38
14	Elkton & Middletown Railroad Co.....	63
15	Emmitsburg Railroad Co.....	8.00
16	George's Creek & Cumberland Railroad Co.....	86.90
17	Lancaster, Cecil & Southern Railroad Co.....	4.77
18	Maryland, Delaware & Virginia Railway Co.....	94.41
19	Maryland & Pennsylvania Railroad Co.....	96.38
20	Maryland & Pennsylvania Terminal Ry. Co.....	2.45
21	Metropolitan Southern Railroad Co.....	7.68
22	New York, Philadelphia & Norfolk R. R. Co.....	286.89
23	Northern Central Railway Co.....	514.29
24	Norfolk & Western Railway Co.....	3,962.79
25	Philadelphia, Baltimore & Washington R. R. Co.....	1,476.26
26	Philadelphia & Baltimore Central R. R. Co.....	145.67
27	Union Railroad Co.....	38.13
28	Washington County Railroad Co.....	33.13
29	Washington, Potomac & Chesapeake Ry. Co.....	21.90
30	Western Maryland Railway Co.....	1,184.65
31	York, Hanover & Frederick Railroad Co.....	72.22

—Continued.

LINE OPERATED IN MARYLAND.

Main Line, Owned.	Yard Track and Sidings, Owned.	Line of Proprietary Companies.	Line Operated Under Lease.	Line Operated Under Contract.	Line Operated Under Trackage Rights.	Total Line Operated in Maryland.
13	14	15	16	17	18	19
16.68	6.91	.....	.....	.....	.....	23.59
87.61	16.96	.....	.....	.....	.....	104.57
247.00	44.72	25.29	.....	30.26	3.13	350.40
6.59	.....	.....	.....	.....	11.73	18.32
5.43	.....	.....	.....	.....	.....	5.43
.....	13.76	.....	.....	.....	.....	13.76
26.44	.....	.....	.....	.....	.....	26.44
13.52	1.33	.....	.....	.....	.....	14.85
7.21	2.48	.....	.....	.....	.....	9.69
61.75	25.93	.....	.....	2.70	2.32	92.70
17.42	15.72	.....	.....	.....	.....	33.14
.....	118.34	.....	.....	.....	.....	118.34
34.15	.....	.....	.....	.....	.....	34.15
.31	.....	.....	.....	.....	.....	.31
7.30	.....	.....	.....	.....	.....	7.30
19.95	30.11	.....	.....	.....	.....	50.06
4.06	.71	.....	.....	.....	.....	4.77
45.03	5.66	.....	.....	.....	.....	50.69
42.79	.....	.....	.....	.....	.51	43.30
.51	.....	.....	.....	.....	.....	.51
6.78	.90	.....	.....	.....	.....	7.68
87.84	23.75	.....	.....	.....	.....	111.59
35.68	8.62	.....	.....	.....	.....	44.30
15.58	.....	.....	.....	.....	.63	16.21
320.20	79.51	.....	135.53	39.34	5.49	580.07
9.29	.....	.....	.....	.....	.....	9.29
21.98	16.15	.....	.....	.....	.....	38.13
27.61	5.52	.....	.....	.....	.....	33.13
21.00	.....	.....	.....	.....	.....	21.00
221.36	140.84	.....	14.44	110.37	2.70	489.71
27.99	5.50	.....	.....	.....	.....	33.49

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN ITS

TITLE OF CORPORATION.	LOCOMOTIVES.			PASSENGER TRAIN CARS.		
	Steam.	Electric.	Total in Service.	Coaches.	Combina- tion Pas- senger.	Other Combina- tion.
	1	2	3	4	5	6
1 Baltimore, Chesapeake & Atlantic Railway Co.	14	.....	14	29	.....	.....
2 Baltimore & Ohio Railroad Co.....	2,326	10	2,336	598	108	66
3 Baltimore & Sparrow's Point Railroad Co.....	2	.....	2	.....	.....	.....
4 Canton Railroad Co.....	3	.....	3	.....	.....	.....
5 Chesapeake Beach Railway Co.....	5	.....	5	19	2	.....
6 Cumberland & Pennsylvania Railroad Co.....	26	.....	26	19	2	.....
7 Cumberland Valley Railroad Co.....	62	.....	62	46	10	3
8 Emmitsburg Railroad Co.....	2	.....	2	2	1	.....
9 Maryland, Delaware & Virginia Railway Co. . .	11	.....	11	19	4	.....
10 Maryland & Pennsylvania Railroad Co.....	16	.....	16	19	2	.....
11 New York, Philadelphia & Norfolk Railroad Co.	40	.....	40	18	.....	.....
12(a) Northern Central Railway Co.....	236	.....	236	99	17	16
13 Norfolk & Western Railway Co.....	941	12	953	270	31	50
14 Philadelphia, Baltimore & Washington R. R. Co.	339	.....	339	271	39	17
15 Washington, Potomac & Chesapeake Ry. Co...	1	.....	1	2	1	.....
16 Western Maryland Railway Co.....	250	.....	250	67	16	19

TITLE OF CORPORATION.	FREIGHT TRAIN CARS—Continued.				COMPANY SERVICE CARS.	
	Refrigerator.	Caboose.	Other Freight Train Cars.	Total All Classes.	Officers' and Pay.	Ballast.
	18	19	20	21	22	23
1 Baltimore, Chesapeake & Atlantic Railway Co.	4	.....	74	.....	.....
2 Baltimore & Ohio Railroad Co.....	1,392	1,073	9	87,864	19	297
3 Baltimore & Sparrow's Point Railroad Co.....	1	11	.....	.....
4 Canton Railroad Co.....	1	1	1	.....
5 Chesapeake Beach Railway Co.....	19	.....	1,761	3	.....
6 Cumberland & Pennsylvania Railroad Co.....	36	.....	674	1	16
7 Cumberland Valley Railroad Co.....
8 Emmitsburg Railroad Co.....	2	.....	39	.....	.....
9 Maryland, Delaware & Virginia Railway Co.	2	.....	157	1	.....
10 Maryland & Pennsylvania Railroad Co.....	27	150	2,102	2	.....
11 New York, Philadelphia & Norfolk Railroad Co.	113	1	9,015	3	25
12(a) Northern Central Railway Co.....	522	.....	47,832	8	242
13 Norfolk & Western Railway Co.....	145	3,700	5	79
14 Philadelphia, Baltimore & Washington R. R. Co.
15 Washington, Potomac & Chesapeake Ry. Co...
16 Western Maryland Railway Co.....	1	137	14	11,648	2	28

(a) Operating report of Pennsylvania Railroad Company.

No. 11.

LOCOMOTIVE AND CAR EQUIPMENT ON DECEMBER 31, 1916, WITH THE CLASSIFICATION OF THE SAME.

PASSENGER TRAIN CARS—Continued.							FREIGHT TRAIN CARS.			
Emi-grant.	Dining.	Parlor.	Baggage and Express.	Postal.	Other Passenger Train Cars.	Total All Classes.	Box.	Flat.	Stock	Coal.
7	8	9	10	11	12	13	14	15	16	17
			4			33	46	24		
	58		272	48		1,150	29,140	1,123	1,010	54,117
								3		7
		8				24				
			2			23	5	6		1,731
			9			68	272	66	34	266
						3				
		1	2			26	30	7		
			7			28	116	6	7	26
			9			27	1,925			
			46			178	3,035	8		5,858
	11		97	12		471	7,993	683	2,494	36,140
			99			426	1,828	136		1,591
						3				
		4	19			125	1,295	60	38	10,103

COMPANY SERVICE CARS—Continued.				FLOATING EQUIPMENT.				TOTALS.	
Derrick.	Steam Shovels.	Other Company Service Cars.	Total All Classes.	Steam-boats and Tugboats.	Barges, Car Floats and Canal Boats.	Other Floating Equip-ment.	Total Floating Equip-ment.	Locomo-tives.	All Classes of Cars.
24	25	26	27	28	29	30	31	32	33
		4	4	13	6		19	14	111
62	16	2,490	2,884	13	137	10	160	2,336	91,898
								2	
1			1					3	12
		6	7					5	32
2		7	12					26	1,796
4		55	76					62	818
								2	3
		3	3	10	2		12	11	68
		6	7					16	192
1		49	52	12	17	1	30	40	2,181
10		81	119			5	5	236	9,312
21	11	853	1,135		10		10	953	49,438
11		127	222	1	3		4	339	4,348
								1	3
8	3	88	131		6		6	250	11,904

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN VARIOUS

TITLE OF CORPORATION.		Average Mileage of Road Operated.	TRAIN MILES.		
			Freight.	Passenger.	Mixed.
		1	2	3	4
1	Baltimore, Chesapeake & Atlantic Railway Co.....	87.61	65,113	139,784	.....
2	Baltimore & Ohio Railroad Co.....	4,545.23	21,099,394	16,964,574	457,770
3 (b)	Baltimore & Sparrow's Point Railroad Co.....	5.43	13,079	.....	.....
4	Cumberland & Pennsylvania Railroad Co.....	61.42	155,324	69,148	.....
5	Cumberland Valley Railroad Co.....	163.68	609,533	746,191	3,520
6	Maryland, Delaware & Virginia Railway Co.....	82.62	47,642	89,785	.....
7 (b)	Maryland & Pennsylvania Railroad Co.....	80.69	58,231	210,194	.....
8	New York, Philadelphia & Norfolk Railroad Co.....	112.00	630,426	316,552	2,912
9 (a)	Northern Central Railway Co.....	466.81	3,050,685	2,310,803	31,128
10	Norfolk & Western Railway Co.....	2,079.91	12,181,516	4,423,098	180,591
11	Philadelphia, Baltimore & Washington Railroad Co. .	717.86	958,778	1,800,519	2,215
12	Union Railroad Co.....	8.25	95,242	132,495	3,727
13 (b)	Washington, Potomac & Chesapeake Railway Co.....	21.00	.....	.....	13,146
14	Western Maryland Railway Co.....	702.66	2,255,973	1,286,110	85,512

TITLE OF CORPORATION.		LOCOMOTIVE MILES—Continued.		
		Yard Switching.	Total Transportation Service.	Work Service.
		13	14	15
1	Baltimore, Chesapeake & Atlantic Railway Co.....	16,675	225,353	5,918
2	Baltimore & Ohio Railroad Co.....	14,726,759	63,214,703	1,754,235
3 (b)	Baltimore & Sparrow's Point Railroad Co.....	29,159	52,157	9
4	Cumberland & Pennsylvania Railroad Co.....	50,460	354,354	27,144
5	Cumberland Valley Railroad Co.....	214,961	1,841,886	59,638
6	Maryland, Delaware & Virginia Railway Co.....	.....	141,482	4,850
7 (b)	Maryland & Pennsylvania Railroad Co.....	45,829	349,656	2,465
8	New York, Philadelphia & Norfolk Railroad Co.....	323,078	1,357,244	48,580
9 (a)	Northern Central Railway Co.....	2,747,561	9,057,227	272,671
10	Norfolk & Western Railway Co.....	3,379,208	25,844,795	634,937
11	Philadelphia, Baltimore & Washington Railroad Co..	651,140	3,661,629	204,548
12	Union Railroad Co.....	15,718	403,531	19,847
13 (b)	Washington, Potomac & Chesapeake Railway Co.....	.....	13,146	.....
14	Western Maryland Railway Co.....	1,173,395	6,118,220	75,058

TITLE OF CORPORATION.		CAR MILES—Continued.			FREIGHT SERVICE.
		Special Train, Passenger.	Total Transportation Service.	Work Service.	Tons, Revenue Freight.
		24	25	26	27
1	Baltimore, Chesapeake & Atlantic Railway Co.....	30	1,425,999	23,153	213,548
2	Baltimore & Ohio Railroad Co.....	751,293	967,983,611	8,198,846	82,861,120
3 (b)	Baltimore & Sparrow's Point Railroad Co.....	.....	271,621	23	1,442,172
4	Cumberland & Pennsylvania Railroad Co.....	17,234	2,187,357	35,033	2,862,664
5	Cumberland Valley Railroad Co.....	.....	28,244,721	153,365	9,688,844
6	Maryland, Delaware & Virginia Railway Co.....	.....	659,701	11,985	99,409
7 (b)	Maryland & Pennsylvania Railroad Co.....	.....	641,976	.....	273,699
8	New York, Philadelphia & Norfolk Railroad Co.....	1,437	32,546,348	256,373	4,998,960
9 (a)	Northern Central Railway Co.....	7,452	117,006,437	260,877	*
10	Norfolk & Western Railway Co.....	14,581	616,965,034	3,823,164	46,421,391
11	Philadelphia, Baltimore & Washington Railroad Co..	1,057	45,464,001	195,186	6,006,505
12	Union Railroad Co.....	352	3,448,930	14,746	8,603,053
13 (b)	Washington, Potomac & Chesapeake Railway Co.....	.....	70,051	.....	25,755
14	Western Maryland Railway Co.....	2,675	101,646,131	423,285	16,024,452

(a) Operating report of Pennsylvania Railroad Company.
(b) Class "C" roads.
NOTE—The asterisk (*) denotes that the required figures were not furnished in the annual report.

No. 12.

STATISTICAL ITEMS CONCERNING THE RAIL OPERATIONS OF THE ROAD, FOR THE YEAR ENDED DECEMBER 31, 1916.

TRAIN MILES—Continued.			LOCOMOTIVE MILES.				
Special.	Total Transportation Service.	Work Service.	Freight.	Passenger.	Mixed Train.	Special Train.	Train Switching.
5	6	7	8	9	10	11	12
661	205,558	5,918	65,113	139,784		661	3,120
88,987	38,610,725	1,457,561	27,900,346	18,189,046	457,770	88,987	1,851,795
	13,079	9	13,672				9,326
12,499	236,971	8,748	157,860	71,754		12,510	61,770
	1,359,244	52,944	813,730	768,956	3,520		40,719
144	137,571	4,850	47,805	90,413		144	3,120
150	268,575		69,467	218,764		150	15,446
285	950,175	45,896	649,736	330,375	2,912	285	50,858
1,581	5,394,197	231,209	3,635,761	2,546,589	34,432	2,092	90,792
7,991	16,793,196	621,972	17,171,900	4,646,033	185,679	9,140	452,835
3,003	2,764,515	171,261	1,036,463	1,915,321	2,490	3,178	53,037
156	231,620	19,847	136,287	247,583	3,727	216	
	13,146				13,146		
1,639	3,629,234	59,493	3,089,225	1,313,041	90,987	1,877	449,695

CAR MILES.							
Freight Train, Loaded.	Freight Train, Empty.	Freight Train, Caboose.	Total Freight Train.	Passenger Train.	Mixed Train, Freight.	Mixed Train, Passenger.	Special Train, Freight.
16	17	18	19	20	21	22	23
520,100	174,084	60,952	755,136	669,607			1,226
578,459,448	271,533,540	21,382,385	871,375,373	92,940,292	1,560,947	950,116	405,590
161,279	110,342		271,621				
989,275	811,482	170,036	1,970,793	199,300			
16,163,712	9,033,174	612,491	25,809,377	2,424,724	3,520	3,532	
245,001	81,711	43,359	370,071	289,577			53
487,441	132,607	55,651	675,699	431,942		210,034	
21,430,147	8,512,479	630,070	30,572,696	1,947,217	7,658	12,049	5,291
70,047,689	31,249,972	2,896,161	104,193,822	12,696,606	57,673	27,707	23,177
356,148,950	220,789,461	12,073,647	589,012,058	26,638,064	816,931	398,904	48,755
23,356,212	10,231,244	969,635	34,557,091	10,890,785	2,466	2,253	9,188
1,508,573	935,172	61,972	2,505,717	918,959	7,158	15,536	1,208
					43,633	26,418	
57,511,548	35,517,754	2,262,930	95,292,232	5,778,263	460,975	109,254	2,732

FREIGHT SERVICE—Continued.				PASSENGER SERVICE.		
Tons, Non-Revenue Freight.	Tons, Total.	Ton-Miles, Revenue Freight.	Ton-Miles, Non-Revenue Freight.	Ton-Miles, Total.	Passengers Carried, Revenue.	Passenger Miles, Revenue.
28	29	30	31	32	33	34
8,019	221,567	3,934,784	292,650	4,227,434	221,798	6,179,055
9,565,376	92,426,496	16,199,762,221	803,160,605	17,002,922,826	22,452,218	802,282,706
	1,442,172	7,210,860		7,210,860		
6,266	2,868,930	37,601,799	81,346	37,683,145	263,748	2,588,187
161,752	9,850,596	507,229,220	4,971,700	512,200,920	1,751,206	33,325,104
6,996	106,405	2,211,127	379,146	2,590,273	118,894	2,683,366
1,532	275,231	6,897,137	39,121	6,936,358	352,711	4,557,466
205,195	5,204,155	558,457,999	11,908,798	570,366,797	609,449	21,499,013
*	*	2,012,095,619	72,112,395	2,084,208,014	*	124,001,591
4,775,008	51,196,399	12,110,422,936	718,487,776	12,828,910,712	8,614,595	277,621,146
406,687	6,413,192	475,952,027	21,395,646	497,347,673	4,889,213	153,789,193
335,835	8,938,888	40,340,948	1,408,477	41,749,425	3,291,389	11,441,790
	25,755	*	*	*	8,541	95,504
912,768	16,937,220	1,989,219,006	99,330,820	2,088,549,826	1,827,425	52,052,751

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN VARIOUS STATISTICAL

REVENUES AND EXPENSES.					
TITLE OF CORPORATION.	Freight Revenue.	Passenger Service Train Revenue.	Operating Revenues.	Operating Expenses.	Net Operating Revenues.
	1	2	3	4	5
1 Balto., Chesapeake & Atlantic Ry. Co.	\$178,017	\$149,402	\$332,746	\$277,363	\$55,383
2 Baltimore & Ohio Railroad Co.....	91,891,921	20,640,777	116,968,882	84,460,294	32,508,587
3 Cumberland & Pennsylvania R. R. Co.	742,594	45,114	777,431	695,656	81,775
4 Cumberland Valley Railroad Co.....	2,828,615	808,548	3,684,644	2,039,343	1,645,301
5 Maryland, Delaware & Va. Ry. Co.....	75,920	70,385	148,802	177,701	28,888
6 N. Y., Philadelphia & Norfolk R. R. Co.	4,331,865	645,801	5,194,158	3,443,073	1,751,085
7 (a) Northern Central Railway Co.....	11,794,744	3,388,828	15,533,686	12,698,251	2,835,435
8 Norfolk & Western Railway Co.....	250,607	36,542	289,247	179,743	109,504
9 Union Railroad Co.....	1,633,128	326,171	1,962,200	244,527	1,717,673
10 Western Maryland Railway Co.....	10,123,162	1,355,820	11,967,981	7,516,221	4,451,760

AVERAGE PER MILE OF ROAD—Cont.					AVERAGE PER TRAIN MILE.
TITLE OF CORPORATION.	Passenger Service Train Revenue.	Operating Revenues.	Operating Expenses.	Net Operating Revenues.	Loaded Freight Car Miles.
	13	14	15	16	17
1 Balto., Chesapeake & Atlantic Ry. Co.	\$1,704	\$3,798	\$3,166	\$632	7.99
2 Baltimore & Ohio Railroad Co.....	4,541	25,734	18,582	7,152	27.42
3 Cumberland & Pennsylvania R. R. Co.	1,321	12,657	11,326	1,331	6.37
4 Cumberland Valley Railroad Co.....	4,940	22,511	12,459	10,052	26.52
5 Maryland, Delaware & Va. Ry. Co.....	852	1,801	2,150	349	5.14
6 N. Y., Philadelphia & Norfolk R. R. Co.	5,766	46,376	30,742	15,634	33.99
7 (a) Northern Central Railway Co.....	7,259	33,276	27,202	6,074	22.96
8 Norfolk & Western Railway Co.....	2,254	17,843	11,088	6,755	26.65
9 Union Railroad Co.....	39,535	237,842	29,639	208,203	15.84
10 Western Maryland Railway Co.....	2,036	17,032	10,697	6,335	25.49

TITLE OF CORPORATION.	AVERAGE PER TRAIN MILE—Cont.	AVERAGE PER CAR MILE.			
	Net Operating Revenues.	Ton Miles, Revenue Freight.	Freight Revenue.	Passenger Miles, Revenue.	Passenger Revenue.
	25	26	27	28	29
1 Balto., Chesapeake & Atlantic Ry. Co.	\$0.27	7.57	Cents. 34.227	12.64	Cents. 24.693
2 Baltimore & Ohio Railroad Co.....	0.84	27.95	15.853	14.22	28.669
3 Cumberland & Pennsylvania R. R. Co.	0.35	38.01	73.245	16.48	25.117
4 Cumberland Valley Railroad Co.....	1.21	31.37	17.496	20.20	41.070
5 Maryland, Delaware & Va. Ry. Co.....	0.21	9.02	30.988	13.58	29.429
6 N. Y., Philadelphia & Norfolk R. R. Co.	1.84	26.05	20.207	16.31	37.549
7 (a) Northern Central Railway Co.....	0.53	28.71	16.832	14.99	32.154
8 Norfolk & Western Railway Co.....	1.01	18.22	11.833	12.68	28.603
9 Union Railroad Co.....	7.41	26.63	107.820	15.30	40.857
10 Western Maryland Railway Co.....	1.23	34.44	17.526	12.70	25.194

(a) Operating report of Pennsylvania Railroad Company.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 13.

ITEMS CONCERNING THE RAIL OPERATIONS OF THE ROAD, FOR THE YEAR ENDED DECEMBER 31, 1916.

AVERAGE PER MILE OF ROAD.						
Freight Train Miles.	Passenger Train Miles.	Transportation Service Miles.	Locomotive Miles, Transportation.	Freight Service Car Miles.	Passenger Service Car Miles.	Freight Revenue.
6	7	8	9	10	11	12
743	1,595	2,346	2,572	8,633	7,643	\$2,032
4,642	3,732	8,495	13,908	192,145	20,822	20,217
2,529	2,170	3,858	5,770	32,087	6,795	11,797
3,724	4,559	8,304	11,253	157,704	14,857	17,281
577	1,087	1,665	1,712	4,480	3,505	919
5,629	2,826	8,484	12,118	273,086	17,506	38,677
6,535	4,950	11,555	19,402	223,377	27,274	25,266
4,902	1,813	6,716	11,166	172,227	9,849	15,460
11,544	16,060	28,075	48,913	304,737	113,315	197,954
3,211	1,932	5,165	8,707	135,616	8,847	14,407

AVERAGE PER TRAIN MILE—Continued.						
Ton Miles, Revenue Freight.	Passenger Train Car Miles.	Revenue Passenger Miles.	Freight Revenue.	Passenger Service Train Revenue.	Operating Revenues.	Operating Expenses.
18	19	20	21	22	23	24
60.43	4.79	44.20	\$2.73	\$1.07	\$1.62	\$1.35
751.48	5.48	46.05	4.26	1.18	3.03	2.19
242.09	2.88	37.43	4.67	0.65	3.28	2.94
827.38	3.25	44.45	4.61	1.08	2.71	1.50
46.41	3.23	29.89	1.59	0.78	1.08	1.29
881.77	6.15	67.30	6.84	2.02	5.46	3.62
652.89	5.49	52.95	3.83	1.45	2.88	2.35
485.49	5.43	45.34	3.15	1.24	2.66	1.65
407.61	6.94	83.99	16.50	2.39	8.47	1.06
849.55	4.49	37.95	4.32	0.99	3.30	2.07

MISCELLANEOUS AVERAGES.						
Miles Hauled, Revenue Freight.	Miles Carried, Revenue Passengers.	Revenue Per Tons of Freight.	Revenue Per Ton-Mile of Freight.	Revenue Per Passenger.	Revenue Per Passenger Mile.	Ratio of Operating Expenses to Operating Revenues.
30	31	32	33	34	35	36
18.43	27.86	Cents. 83.361	Cents. 4.524	Cents. 54.429	Cents. 1.954	83.36
195.50	35.73	110.899	0.567	72.016	2.015	72.21
13.14	9.81	25.312	1.927	14.954	1.524	89.48
52.35	19.03	29.195	0.558	38.681	2.030	55.35
22.24	22.57	76.372	3.424	48.900	2.167	119.42
111.71	35.27	86.655	0.776	81.193	2.302	66.29
*	*	*	0.586	*	2.146	81.75
16.04	14.25	10.421	0.650	32.143	2.256	62.14
4.69	3.48	18.983	4.048	9.281	2.670	12.46
124.14	28.48	63.173	0.509	56.527	1.984	62.80

TABLE

SHOWING FOR EACH OF THE OPERATING STEAM RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT OF

TITLE OF CORPORATION.		PRODUCTS OF AGRICULTURE. (Tons.)						
		Grain.	Flour.	Other Mill Products.	Hay.	Tobacco.	Cotton.	Fruit and Vegetables.
		1	2	3	4	5	6	7
1	Balto., Ches. & Atlantic Ry. Co.....	4,918	4,433	3,762	1,771	.....	.....	76,337
2	Baltimore & Ohio Railroad Co.....	2,419,744	576,327	600,567	268,853	74,658	68,153	543,347
3 (a)	Balto. & Sparrow's Pt. R. R. Co.....	*	*	*	*	*	*	10,957
4	Cumb. & Penn. R. R. Co.....	1,718	1,371	3,062	491	33	.....	462
5	Cumberland Valley Railroad Co.....	140,764	52,748	64,784	18,935	7,547	31,620	122,051
6	Md., Del. & Virginia Ry. Co.....	7,632	472	805	1,126	.....	.....	17,652
7 (a)	Md. & Penn. Railroad Co.....	*	*	*	*	*	*	42,287
8	N. Y., Phila. & Norfolk R. R. Co.....	14,397	33,295	8,498	9,467	5,180	40,585	599,880
9	Norfolk & Western Railway Co.....	291,232	198,424	156,874	168,992	147,783	57,766	243,714
10	Phila., Balto. & Wash. R. R. Co.....	97,526	41,295	26,807	27,258	9,697	19,082	336,644
11	Union Railroad Co.....	950,763	196,385	32,819	27,711	53,724	89,423	439,887
12 (a)	Wash., Potomac & Ches. Ry. Co.....	*	*	*	*	*	*	1,916
13	Western Maryland Ry. Co.....	844,207	68,229	60,055	15,577	8,853	37,357	60,084

TITLE OF CORPORATION.		PRODUCTS OF MINES. (Tons.) —Cont.	PRODUCTS OF FORESTS. (Tons.)		PRODUCTS OF MANUFACTURES. (Tons.)			
		Other Products of Mines.	Lumber.	Other Products of Forests.	Petroleum and Other Oils.	Sugar.	Naval Stores.	Iron, Pig and Bloom.
		21	22	23	24	25	26	27
1	Balto., Ches. & Atlantic Ry. Co.....	1,042	12,180	3,436	1,154	2,885	.....	.....
2	Baltimore & Ohio Railroad Co.....	303,271	2,688,732	488,847	1,299,323	323,267	82,494	1,945,340
3 (a)	Balto. & Sparrow's Pt. R. R. Co.....	1,018,288	*	30,729	*	*	*	260,862
4	Cumb. & Penn. R. R. Co.....	57	5,344	11,095	1,272	248	272	1,555
5	Cumberland Valley Railroad Co.....	43,402	430,448	20,087	88,822	28,934	226	221,346
6	Md., Del. & Virginia Ry. Co.....	467	15,468	1,765	1,135	458	.....	24,551
7 (a)	Md. & Penn. Railroad Co.....	110,531	*	28,756	*	*	*	*
8	N. Y., Phila. & Norfolk R. R. Co.....	17,345	2,529,635	159,062	99,611	61,967	724	131,974
9	Norfolk & Western Railway Co.....	264,632	1,895,537	490,214	106,023	95,122	3,086	2,245
10	Phila., Balto. & Wash. R. R. Co.....	83,520	1,123,925	85,723	145,858	28,066	9,067	1,168,591
11	Union Railroad Co.....	186,666	796,576	172,540	150,585	37,160	22,387	93,990
12 (a)	Wash., Potomac & Ches. Ry. Co.....	661	*	17,983	*	*	*	90,778
13	Western Maryland Railway Co.....	95,554	961,502	336,853	82,565	51,653	106	331,096

(a) This road is in Class "C" and does not keep the statistical records as required in Classes "A" and "B."

No. 14.

REVENUE FREIGHT CARRIED DURING THE YEAR ENDED DECEMBER 31, 1916, AND THE CLASSIFICATION OF THE SAME.

PRODUCTS OF ANIMALS. (Tons.)							PRODUCTS OF MINES. (Tons.)				
Live Stock.	Dressed Meats.	Other Packing House Products.	Poultry, Game and Fish.	Wool.	Hides and Leather	Other Products of Animals.	Anthracite Coal.	Bituminous Coal.	Coke.	Ores.	Stone, Sand, Etc.
9	10	11	12	13	14	15	16	17	18	19	20
521		704	1,622	15	261	33,817	12,552	16,170			5,339
447,731	192,679	206,199	43,150	12,516	82,314	44,873	1,643,966	33,615,581	4,207,147	5,420,066	5,712,443
*	*	*	*	*	*	14,526	*	*	*	*	*
194		25	3		91			2,706,441			14,557
55,992	51,183	6,673	8,930	2,749	16,944	9,591	230,649	5,804,962	365,850	23,085	339,955
588		183	1,132	60	45	8,645	4,960	9,242			3,746
*	*	*	*	*	*	1,259	*	*	*	*	*
3,029	1,362	4,542	21,751	134	1,881	60,015	109,958	36,207	526	6,318	44,626
92,573	19,620	58,820	16,049	8,370	41,505	16,694	22,750	30,653,755	1,962,108	1,315,394	2,124,439
38,794	8,863	12,814	11,285	2,506	15,904	86,958	663,719	524,568	28,787	98,647	396,965
34,488	2,783	38,833	18,933	24,413	42,802	233,863	575,953	1,047,657	100,072	741,149	322,198
*	*	*	*	*	*	847	*	*	*	*	*
17,449	1,037	5,381	1,217	4,321	42,183	90,610	441,325	8,654,099	242,518	114,747	851,562

PRODUCTS OF MANUFACTURES. (Tons.)—Continued.										MISCELLANEOUS. (Tons.)	TOTALS. (Tons.)
Other Castings and Machinery.	Bar and Sheet Metal.	Cement, Brick and Lime.	Agricultural Implements.	Wagons, Carriages and Tools.	Wines, Liquors and Beers.	Household Goods and Furniture.	Other Manufactures.	Merchandise, Not Specified	Commodities, Less Than Carload Lots.	Total Tonnage.	
29	30	31	32	33	34	35	36	37	38	39	
518	1,049	9,919	323	390	115	400	9,492	506	6,425	213,548	
1,986,662	3,857,425	3,617,015	40,325	101,877	206,146	65,306	2,468,219	4,573,381	2,178,388	82,861,120	
*	*	*	*	*	*	*	527,314	*	59,098	1,660,912	
1,655	1,053	78,864	18	3	8,169	559	3,095	3,862	15,701	2,862,664	
142,278	310,528	177,628	4,606	8,177	7,233	25,691	429,133	172,854	171,221	9,688,844	
494	245	9,280	401	303	30	190	7,591	973	3,921	99,409	
*	*	*	*	*	*	*	50,453	35,747	4,666	273,699	
44,051	57,166	87,798	1,632	6,092	2,748	5,374	609,861	78,265	81,525	4,998,960	
263,988	233,220	867,246	16,672	52,086	43,929	108,410	2,575,321	196,731	118,031	46,421,391	
108,148	79,507	126,366	16,000	15,263	5,192	18,919	420,678	560,360	581,447	6,006,505	
133,877	203,622	139,274	22,544	17,267	21,906	44,214	540,737	209,800	379,337	8,603,053	
*	*	*	*	*	*	*	1,766	*	2,582	25,755	
491,665	200,049	533,706	11,174	19,083	20,548	14,161	614,045	198,777	341,775	16,024,452	

TABLE No. 15.

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF LIABILITIES AND OF SURPLUS, ON DECEMBER 31, 1916, AND THE TOTAL AMOUNT OF GROSS INCOME, THE DEDUCTIONS FROM GROSS INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED DECEMBER 31, 1916, AND THE INCREASES OR DECREASES FROM THE PRECEDING YEAR.

TOTALS.												
TITLE OF CORPORATION	ASSETS.		LIABILITIES.		SURPLUS OR DEFICIT.		GROSS INCOME.		DEDUCTIONS FROM GROSS INCOME.		NET INCOME.	
	Total Amount Dec. 31, 1916.	Increase Over Preceding Year.	Total Amount Dec. 31, 1916.	Increase Over Preceding Year.	Total Amount Dec. 31, 1916.	Increase Over Preceding Year.	Total Amount Dec. 31, 1916.	Increase Over Preceding Year.	Total Amount Dec. 31, 1916.	Increase Over Preceding Year.	Total Amount Dec. 31, 1916.	Increase Over Preceding Year.
	1	2	3	4	5	6	7	8	9	10	11	12
1	\$65,284	\$1,204	\$47,150	.....	\$19,134	\$1,204	\$16,662	\$2,012	\$13,508	\$1,038	\$3,054	\$874
2	114,668	918	129,850	34,214	16,182	3,296	13,719	1,856	17,015	2,073	3,996	213
3(a)	2,862,517	5,237	2,862,517	5,237	.....	.....	.....	.....	.....	.....	.....	.....
4(a)	14,963	.....	16,000	.....	37	.....	.....	.....	.....	.....	.....	.....
5	18,630,684	144,323	18,346,477	55,130	284,207	89,193	2,298,179	85,153	1,662,002	92,649	635,177	7,396
6	3,924,394	30,738	3,787,085	33,636	137,279	2,898	603,527	19,084	535,698	33,677	67,829	14,893
7	520,074	23,776	411,443	118,563	108,631	94,787	107,285	10,615	98,072	1,237	9,213	11,852
8	1,547,960	45,620	1,322,554	26,309	225,406	19,311	152,906	6,661	131,450	3,805	21,456	2,046
9	6,817,659	223,071	6,080,041	202,726	237,618	21,745	530,504	*	447,767	*	82,737	26,880
10	60,300	*	71,620	.....	11,320	.....	9,720	*	11,874	*	2,154	*
11(a)	45,114	.....	79,211	4,521	34,097	4,521	1,962	*	2,554	*	592	*
12	8,296,696	103,404	8,909,941	264,466	613,248	161,062	502,259	*	525,321	*	23,062	*
13	84,706,700	2,387,687	83,416,496	2,105,542	1,290,204	282,145	10,006,051	975,460	8,897,928	686,704	1,108,123	288,756
14	10,132,541	120,909	9,902,182	65,543	230,369	55,366	988,497	100,932	841,422	56,612	147,075	44,910
15	372,213	1,660	669,966	162	297,783	1,812	.....	.....	1,712	82	1,712	82
16	816,708	4,508	816,708	4,508	.....	.....	11,874	1,875	11,874	1,875	.....	.....
17	210,497	.....	214,728	.....	4,231	.....	18,820	.....	22,975	.....	4,155	.....
18	33,809,372	119,429	32,736,182	104,489	1,078,190	14,940	3,278,649	90,340	2,373,490	84,825	905,159	5,615
19	598,268	195,006	596,369	195,750	1,899	744	78,399	18,355	79,135	23,836	736	5,481

(a) Operated by another company.

Note—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT

TITLE OF CORPORATION.		TOTALS.	
		Total Assets December 31, 1916.	Increase Over Preceding Year.
		1	2
1	Baltimore & Bel Air Electric Railway Co.....	\$66,284	\$1,204
2	Baltimore, Halethorpe & Elkridge Railway Co.....	114,668	918
3	Baltimore, Sparrow's Point & Chesapeake Railway Co.....	2,862,517	5,237
4	Blue Ridge Railway Co.....	14,963	
5	Capital Traction Co. of Washington.....	18,630,684	144,323
6	City & Suburban Railway Co. of Washington.....	3,924,364	30,738
7	Cumberland Electric Railway Co.....	520,074	23,776
8	Cumberland & Westernport Electric Railway Co.....	1,547,960	45,620
9	Hagerstown & Frederick Railway Co.....	6,317,659	223,071
10	Kensington Railway Co.....	60,300	*
11	Loraine Electric Railway Co.....	45,114	
12	Maryland Electric Railways Co.....	8,296,696	103,404
13	United Railways & Electric Co.....	84,706,700	2,387,687
14	Washington, Baltimore & Annapolis Electric Railroad Co.....	10,132,541	120,909
15	Washington & Glen Echo Railroad Co.....	372,213	1,669
16	Washington & Great Falls Railway & Power Co.....	815,708	4,508
17	Washington Interurban Railway Co.....	210,497	
18	Washington Railway & Electric Co.....	33,809,372	119,429
19	Washington & Rockville Railway Co.....	598,268	195,006

DETAILS OF ASSETS
—Continued.

INVESTMENTS—Continued.

TITLE OF CORPORATION.		Stocks of Other Companies.	Total Investments.
		11	12
1	Baltimore & Bel Air Electric Railway Co.....		\$63,24
2	Baltimore, Halethorpe & Elkridge Railway Co.....		114,66
3	Baltimore, Sparrow's Point & Chesapeake Railway Co.....		2,862,51
4	Blue Ridge Railway Co.....		14,96
5	Capital Traction Co. of Washington.....		17,753,96
6	City & Suburban Railway Co. of Washington.....		3,811,80
7	Cumberland Electric Railway Co.....		502,43
8	Cumberland & Westernport Electric Railway Co.....	\$1	1,468,39
9	Hagerstown & Frederick Railway Co.....	625	5,983,13
10	Kensington Railway Co.....		60,30
11	Loraine Electric Railway Co.....		43,49
12	Maryland Electric Railways Co.....		6,253,92
13	United Railways & Electric Co.....	30	70,029,35
14	Washington, Baltimore & Annapolis Electric Railroad Co.....		9,811,83
15	Washington & Glen Echo Railroad Co.....		369,84
16	Washington & Great Falls Railway & Power Co.....		801,96
17	Washington Interurban Railway Co.....		206,15
18	Washington Railway & Electric Co.....		32,513,2
19	Washington & Rockville Railway Co.....		566,2

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 16.

OF ASSETS AND THE DEFICIT ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF SUCH ASSETS.

TOTALS—Continued.		DETAILS OF ASSETS.					
		INVESTMENTS.					
Corporate Deficit.	Increase Over Preceding Year.	Road and Equipment.	Miscellaneous Physical Property.	Stocks of Affiliated Companies.	Bonds of Affiliated Companies.	Notes of Affiliated Companies.	Advances to Affiliated Companies.
3	4	5	6	7	8	9	10
\$15,182	\$3,296	\$61,780		\$1,463			
37		114,668					
		2,862,517					
		14,963					
		17,651,153	\$102,814				
		3,811,808					
		494,935		7,500			
		1,468,392					
		5,808,525		174,000			
11,320		60,000	300				
34,097	4,521	43,484					
613,245	161,062	6,253,920	5				
		69,221,577		67,372	\$65,175	\$634,458	\$40,705
		9,590,331		173,230			48,297
297,753	1,812	369,843					
		801,980					
4,231		206,184					
		32,251,467	472	33,820	160,000	67,524	
		491,216		75,000			

DETAILS OF ASSETS—Continued.

CURRENT ASSETS.							
Cash.	Special Deposits.	Loans and Notes Receivable.	Miscellaneous Accounts Receivable.	Materials and Supplies.	Interest, Dividends and Rents Receivable.	Other Current Assets.	Total Current Assets.
13	14	15	16	17	18	19	20
\$2,366			\$674				\$3,040
84,587	\$313,883	\$79,000	52,400	\$64,695		\$300	594,865
101,356	275		7,468				109,099
2,952			282	14,404			17,638
28,282			35,723	9,976	\$889	50	74,920
58,805	124,850		54,507	35,472	4,485	1,149	279,267
4		35	1,590				1,630
21,082		15,000	91,176	10,267			137,525
921,593	750,564	4,000	73,739	516,144	2,771		2,268,811
157,296			19,555	34,246			211,098
			2,227				2,227
462			13,266				13,728
3,115			1,021				4,136
338,883	32,377	255,410	163,452	110,129	1,333	12,643	914,528
18,192	4,625		404		6,875		30,096

TABLE No. 16

TITLE OF CORPORATION.	DETAILS OF ASSETS—Continued.		
	DEFERRED ASSETS.		
	Insurance and Other Funds.	Other Deferred Assets.	Total Deferred Assets.
	21	22	23
1 Baltimore & Bel Air Electric Railway Co.....			
2 Baltimore, Halethorpe & Elkridge Railway Co.....			
3 Baltimore, Sparrow's Point & Chesapeake Railway Co.....			
4 Blue Ridge Railway Co.....			
5 Capital Traction Co. of Washington.....	\$181,206	\$15,977	\$197,182
6 City & Suburban Railway Co. of Washington.....			
7 Cumberland Electric Railway Co.....			
8 Cumberland & Westernport Electric Railway Co.....			
9 Hagerstown & Frederick Railway Co.....	5,000	58	5,058
10 Kensington Railway Co.....			
11 Loraine Electric Railway Co.....			
12 Maryland Electric Railways Co.....	(a) 1,310,134		1,310,134
13 United Railways & Electric Co.....		5,524,452	5,424,452
14 Washington, Baltimore & Annapolis Electric Railroad Co.....			
15 Washington & Glen Echo Railroad Co.....	6		6
16 Washington & Great Falls Railway & Power Co.....			
17 Washington Interurban Railway Co.....			
18 Washington Railway & Electric Co.....		8,550	8,550
19 Washington & Rockville Railway Co.....			

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

(a) General sinking fund for first mortgage 5% bonds, \$516,773; special sinking fund, \$793,361.

(c) Includes \$459,560, discount on bonds sold to pay for property leased to The United Railways & Electric Company.

(d) Includes \$3,920,000, past due coupons on income bonds for which same amount of 5% funding bonds due in 1936 have been issued and are outstanding.

—Continued.

DETAILS OF ASSETS—Continued.

UNADJUSTED DEBITS.

Rents and Insurance Paid in Advance.	Discount on Stock.	Discount on Funded Debt.	Property Abandoned Chargeable to Operating Expenses.	Other Unadjusted Debits.	Total Unadjusted Debits.	Total Assets.	Grand Total.
24	25	26	27	28	29	30	31
.....	\$66,284	\$66,284
.....	114,668	129,850
.....	2,862,517	2,862,517
.....	14,963	15,000
\$18,532	\$25,896	\$40,241	\$84,669	18,630,684	18,630,684
263	3,140	53	3,456	3,924,364	3,924,364
.....	520,074	520,074
4,647	4,647	1,547,960	1,547,960
345	\$41,274	.....	8,563	50,182	6,317,659	6,317,659
.....	60,300	71,620
.....	45,113	79,211
1,522	(c) 530,222	.....	63,362	595,106	8,296,696	8,909,941
18,082	\$2,730,600	121,851	.....	(d) 4,013,585	6,884,118	84,706,700	84,706,700
921	70,112	.....	38,552	109,586	10,132,541	10,132,541
.....	136	136	372,213	669,966
.....	815,708	815,708
.....	177	177	210,498	214,728
2,238	323,664	.....	47,108	373,010	33,809,372	33,809,372
33	374	.....	1,549	1,955	598,268	598,268

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT

TITLE OF CORPORATION.		TOTALS.	
		Total Liabilities December 31, 1916.	Increase Over Preceding Year.
		1	2
1	Baltimore & Bel Air Electric Railway Co.....	\$47,150	
2	Baltimore, Halethorpe & Elkridge Railway Co.....	129,850	\$4,214
3	Baltimore, Sparrow's Point & Chesapeake Railway Co.....	2,862,517	5,237
4	Blue Ridge Railway Co.....	15,000	
5	Capital Traction Co. of Washington.....	18,346,477	55,130
6	City & Suburban Railway Co. of Washington.....	3,787,085	33,636
7	Cumberland Electric Railway Co.....	411,443	118,563
8	Cumberland & Westernport Electric Railway Co.....	1,322,554	26,309
9	Hagerstown & Frederick Railway Co.....	6,080,041	202,746
10	Kensington Railway Co.....	71,620	
11	Loraine Electric Railway Co.....	79,211	4,521
12	Maryland Electric Railways Co.....	8,909,941	264,466
13	United Railways & Electric Co.....	83,416,496	2,105,542
14	Washington, Baltimore & Annapolis Electric Railroad Co.....	9,902,182	65,543
15	Washington & Glen Echo Railroad Co.....	669,966	162
16	Washington & Great Falls Railway & Power Co.....	815,708	4,506
17	Washington Interurban Railway Co.....	214,728	
18	Washington Railway & Electric Co.....	32,736,182	104,489
19	Washington & Rockville Railway Co.....	596,369	195,750

TITLE OF CORPORATION.		DETAILS OF LIABILITIES —Continued.	
		CURRENT LIABILITIES —Continued.	
		Miscellaneous Accounts Payable.	Matured Interest, Dividends and Rents Unpaid.
		11	12
1	Baltimore & Bel Air Electric Railway Co.....		
2	Baltimore, Halethorpe & Elkridge Railway Co.....		
3	Baltimore, Sparrow's Point & Chesapeake Railway Co.....		
4	Blue Ridge Railway Co.....		
5	Capital Traction Co. of Washington.....	\$8,365	\$193,744
6	City & Suburban Railway Co. of Washington.....	59,155	1,600
7	Cumberland Electric Railway Co.....		726
8	Cumberland & Westernport Electric Railway Co.....		10,350
9	Hagerstown & Frederick Railway Co.....	6,455	
10	Kensington Railway Co.....	9,575	
11	Loraine Electric Railway Co.....	2,834	21,914
12	Maryland Electric Railways Co.....		33,033
13	United Railways & Electric Co.....		115,823
14	Washington, Baltimore & Annapolis Electric Railroad Co.....	29,662	
15	Washington & Glen Echo Railroad Co.....		197,500
16	Washington & Great Falls Railway & Power Co.....		
17	Washington Interurban Railway Co.....	1,675	3,750
18	Washington Railway & Electric Co.....	7,140	32,259
19	Washington & Rockville Railway Co.....	18,160	4,625

(a) General and Special Sinking Fund under lease to the United Railways & Electric Company of September 15th, 1906.

(b) First Mortgage Bonds matured June 1st, 1916.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 17.

OF LIABILITIES AND THE SURPLUS ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF SUCH LIABILITIES.

TOTALS—Continued.		DETAILS OF LIABILITIES.					
		LONG-TERM DEBT.				CURRENT LIABILITIES.	
Corporate Surplus.	Increase Over Preceding Year.	Capital Stock.	Funded Debt, Unmatured.	Non-Negotiable Debt to Affiliated Companies.	Total Long-Term Debt.	Loans and Notes Payable.	Audited Accounts and Wages Payable.
3	4	5	6	7	8	9	10
\$19,134	\$1,204	\$46,250			\$46,250		
		10,000		\$119,945	119,945		
		400,000	\$2,000,000	462,517	2,462,517		
		15,000					
284,207	89,193	12,000,000	5,606,000		5,606,000		\$162
137,279	2,898	1,750,000	1,750,000	89,909	1,839,909		3,645
108,631	94,787	200,000	100,000		100,000	\$15,000	
225,406	19,311	625,000	655,000		655,000	22,168	3,373
237,618	21,745	2,635,000	3,299,300		3,299,300		50,851
		25,000	35,000		35,000	450	
		5,000				49,462	
		1,164,000	5,687,928		5,687,928	561,026	28,683
1,290,204	282,145	20,484,200	55,639,000		55,639,000		344,053
230,359	55,866	4,455,700	5,144,000		5,144,000		23,014
		200,000	50,000	22,061	72,061		
		300,350	500,000		500,000	300	13,924
		50,000	150,000	4,258	154,258		16
1,073,190	14,940	15,000,000	16,466,350		16,466,350		65,480
1,899	744	275,000	185,000		185,000	75,000	902

DETAILS OF LIABILITIES—Continued.

CURRENT LIABILITIES—Continued.				UNADJUSTED CREDITS.			
Matured Funded Debt Unpaid.	Accrued Interest, Dividends and Rents Payable.	Other Current Liabilities.	Total Current Liabilities.	Deferred Liabilities.	Tax Liability.	Insurance and Casualty Reserves.	Operating Reserves.
13	14	15	16	17	18	19	20
		\$900	\$900		\$96		
	\$23,358	31,725	257,354	\$11,489	71,293	\$194,150	
	36,458		100,858		11,419		\$4,602
	1,250		16,250				
	6,052	2,683	35,001		1,618	2,428	
	25,346		93,003	214	477	4,923	
	104		10,129				
			74,211				
	79,799		702,541	(a) 1,310,135	3,051	1,355	
	699,315		1,159,190	5,401,286	154,177		155,344
	85,881		138,557		2,534		51,098
(b) \$200,000			397,500				
	4		14,228				
	3,125		8,566				841
118	114,483		219,480	153	71,859		71,688
	1,542		100,228				2,441

TABLE No. 17

TITLE OF CORPORATION.	DETAILS OF LIABILITIES —Continued.	
	UNADJUSTED CREDITS —Continued.	
	Accrued Depreciation, Road and Equipment. 21	Other Unadjusted Credits. 22
1 Baltimore & Bel Air Electric Railway Co.....		
2 Baltimore, Halethorpe & Elkridge Railway Co.....		
3 Baltimore, Sparrow's Point & Chesapeake Railway Co.....		
4 Blue Ridge Railway Co.....		
5 Capital Traction Co. of Washington.....	\$181,055	\$25,135
6 City & Suburban Railway Co. of Washington.....	79,605	690
7 Cumberland Electric Railway Co.....	95,192	
8 Cumberland & Westernport Electric Railway Co.....	3,506	
9 Hagerstown & Frederick Railway Co.....	47,369	708
10 Kensington Railway Co.....	1,490	
11 Loraine Electric Railway Co.....		
12 Maryland Electric Railways Co.....	83,907	7,024
13 United Railways & Electric Co.....	391,184	32,113
14 Washington, Baltimore & Annapolis Electric Railroad Co.....	114,241	1,121
15 Washington & Glen Echo Railroad Co.....	405	
16 Washington & Great Falls Railway & Power Co.....	1,130	
17 Washington Interurban Railway Co.....	1,063	
18 Washington Railway & Electric Co.....	793,404	113,247
19 Washington & Rockville Railway Co.....	33,699	

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

—Continued.

DETAIL OF LIABILITIES—Continued.

UNADJUSTED CREDITS—Continued.		CORPORATE SURPLUS.					
Total Unadjusted Credits.	Total Liabilities.	Additions to Property Through Surplus.	Sinking Fund Reserves.	Total Appropriated Surplus.	Profit and Loss.	Corporate Surplus.	Grand Total.
23	24	25	26	27	28	29	30
.....	\$47,150	.....	.....	.....	\$19,134	\$19,134	\$66,284
\$95	129,850	.....	.....	.....	.....	15,182	114,668
.....	2,862,517	.....	.....	.....	.....	.....	2,862,517
.....	15,000	.....	.....	.....	.....	37	14,963
471,633	18,346,477	.....	.....	.....	284,207	284,207	18,630,684
96,317	3,787,085	.....	.....	.....	137,279	137,279	3,924,364
95,192	411,443	.....	\$6,500	\$6,500	102,131	108,631	520,074
7,552	1,322,554	.....	.....	.....	225,406	225,406	1,547,960
52,524	6,080,041	.....	.....	.....	237,618	237,618	6,317,659
1,490	71,620	.....	.....	.....	.....	11,320	60,300
.....	79,211	.....	.....	.....	.....	34,097	45,114
45,337	8,909,941	.....	.....	.....	.....	613,245	8,296,696
732,818	83,416,496	.....	178,710	178,710	1,111,494	1,290,204	84,706,700
163,926	9,902,182	\$59,000	.....	59,000	171,359	230,359	10,132,541
405	669,966	.....	.....	.....	.....	297,753	372,213
1,130	815,708	.....	.....	.....	.....	.....	815,708
1,904	214,728	.....	.....	.....	.....	4,231	210,497
1,050,198	32,736,182	.....	1,267	1,267	1,071,923	1,073,190	33,809,372
36,140	596,369	.....	.....	.....	.....	1,899	598,268

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE AMOUNT OF ALL CLASSES (CORPORATION), AND A CLASSIFICATION OF THESE

TITLE OF CORPORATION.	TOTALS.	
	ALL CLASSES.	
	Amount Outstanding December 31, 1916.	Increase Over Preceding Year.
	1	2
1 Baltimore & Bel Air Electric Railway Co.....	\$46,250	
2 Baltimore, Halethorpe & Elkridge Railway Co.....	10,000	
3 Baltimore, Sparrow's Point & Chesapeake Railway Co.....	2,400,000	
4 Blue Ridge Railway Co.....	15,000	
5 Capital Traction Co. of Washington.....	17,606,000	\$5,000
6 City & Suburban Railway Co. of Washington.....	3,500,000	
7 Cumberland Electric Railway Co.....	300,000	100,000
8 Cumberland & Westernport Electric Railway Co.....	1,280,000	
9 Hagerstown & Frederick Railway Co.....	5,934,300	174,000
10 Kensington Railway Co.....	60,000	
11 Loraine Electric Railway Co.....	5,000	
12 Maryland Electric Railways Co.....	6,851,928	
13 United Railways & Electric Co.....	76,123,200	1,250,000
14 Washington, Baltimore & Annapolis Electric Railroad Co.....	9,599,700	100,150
15 Washington & Glen Echo Railroad Co.....	250,000	(b) 200,000
16 Washington & Great Falls Railway & Power Co.....	800,350	
17 Washington Interurban Railway Co.....	200,000	
18 Washington Railway & Electric Co.....	31,466,350	
19 Washington & Rockville Railway Co.....	460,000	110,000

TITLE OF CORPORATION.	DETAILS OF FUNDED DEBT —Continued.	
	Collateral Trust Bonds.	Income Bonds.
	9	10
1 Baltimore & Bel Air Electric Railway Co.....		
2 Baltimore, Halethorpe & Elkridge Railway Co.....		
3 Baltimore, Sparrow's Point & Chesapeake Railway Co.....		
4 Blue Ridge Railway Co.....		
5 Capital Traction Co. of Washington.....		
6 City & Suburban Railway Co. of Washington.....		
7 Cumberland Electric Railway Co.....		
8 Cumberland & Westernport Electric Railway Co.....		
9 Hagerstown & Frederick Railway Co.....		\$1,225,000
10 Kensington Railway Co.....		
11 Loraine Electric Railway Co.....		
12 Maryland Electric Railways Co.....		
13 United Railways & Electric Co.....		13,977,000
14 Washington, Baltimore & Annapolis Electric Railroad Co.....		
15 Washington & Glen Echo Railroad Co.....		
16 Washington & Great Falls Railway & Power Co.....		
17 Washington Interurban Railway Co.....		
18 Washington Railway & Electric Co.....		
19 Washington & Rockville Railway Co.....		

(a) Stock dividend of 100% declared April 5th, 1916, Public Service Commission Order No. 2787.

(b) First mortgage bonds matured June 1st, 1916.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 18.

OF SECURITIES OUTSTANDING ON DECEMBER 31, 1916 (EXCLUSIVE OF ANY SUCH AS ARE HELD BY THE ISSUING SECURITIES BETWEEN FUNDED DEBT AND STOCKS.

TOTALS—Continued.				DETAILS OF FUNDED DEBT.	
FUNDED DEBT.		STOCKS.			
Amount Outstanding December 31, 1916.	Increase Over Preceding Year.	Amount Outstanding December 31, 1916.	Increase Over Preceding Year.	Equipment Obligations.	Mortgage Bonds.
3	4	5	6	7	8
		\$46,250			
		10,000			
\$2,000,000		400,000			\$2,000,000
		15,000			
5,606,000	\$5,000	12,000,000			5,606,000
1,750,000		1,750,000			1,750,000
100,000		200,000	\$100,000		100,000
655,000		625,000			655,000
3,299,300	174,000	2,635,000			2,074,000
35,000		25,000			35,000
		5,000			
5,687,928		1,164,000		\$198,928	5,489,000
55,639,000	1,250,000	20,484,200			34,992,000
5,144,000	100,000	4,455,700	150		5,144,000
50,000	200,000	200,000			50,000
500,000		300,350		500,000	
150,000		50,000			150,000
16,466,350		15,000,000			16,466,350
185,000	85,000	275,000	25,000		185,000

DETAILS OF FUNDED DEBT—Continued.	DETAILS OF STOCKS.			
	COMMON.		PREFERRED.	
Miscellaneous Obligations.	Amount Outstanding December 31, 1916.	Increase Over Preceding Year.	Amount Outstanding December 31, 1916.	Increase Over Preceding Year.
11	12	13	14	15
	\$46,250			
	10,000			
	400,000			
	15,000			
	12,000,000			
	1,750,000			
	200,000	(a) \$100,000		
	625,000			
\$300	2,000,000		\$635,000	
	25,000			
	5,000			
	1,164,000			
6,670,000	20,461,200		23,000	
	3,000,000		1,455,700	\$150
	200,000			
	300,350			
	50,000			
	6,500,000		8,500,000	
	275,000	25,000		

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE FUNDED DEBT AND CAPITAL (THE ISSUING CORPORATION), DESCRIPTION OF SAME, RATE PER CENT, THE AMOUNT OF INTEREST ACCRUING

TITLE OF CORPORATION.	FUNDED DEBT.			
	PRINCIPAL.			
	Description of Bonds.	Date.	Date of Ma-turity.	Amount Outstand-ing.
	1	2	3	4
1 Baltimore & Bel Air Electric Railway Co.....				
2 Baltimore, Halethorpe & Elkridge Ry. Co.....				
3 Baltimore, Sparrow's Point & Chesapeake Ry. Co.....	1st Mortgage.	1903	1953	\$2,000,000
4 Blue Ridge Railway Co.....				
5 Capital Traction Co., Washington, D. C.....	1st Mortgage.	1907	1947	5,606,000
6 City & Suburban Ry. Co., Washington, D. C.....	1st Mortgage.	1898	1948	1,750,000
7 Cumberland Electric Railway Co.....	1st Mortgage.	1903	1923	100,000
8 Cumberland & Westernport Electric Ry. Co.....				
Frostburg, Elkhart & Cumberland Ry. Co.....	1st Mortgage.	1901	1926	230,000
Lonaconing, Midland & Frostburg Ry. Co.....	1st Mortgage.	1901	1926	200,000
Westernport & Lonaconing Ry. Co.....	1st Mortgage.	1903	1928	225,000
9 Hagerstown & Frederick Railway Co.....	1st Mortgage.	1914	1944	1,224,000
	Income.	1914	1954	1,225,000
	Terminal R. E.			300
Hagerstown & Boonsboro Ry. Co.....	1st Mortgage.	1902	1922	110,000
Hagerstown & Myersville Ry. Co.....	1st Mortgage.	1904	1924	120,000
Hagerstown & Northern Ry. Co.....	1st Mortgage.	1907	1927	200,000
Frederick & Middletown R. R. Co.....	1st Mortgage.	1905	1935	126,000
Monocacy Valley Ry. Co.....	1st Mortgage.	1908	1925	30,000
Myersville & Catoctin Ry. Co.....	1st Mortgage.	1904	1929	35,000
Frederick Gas & Electric Co.....	1st Mortgage.	1904	1929	179,000
Frostburg Illuminating & Manufacturing Co.....	1st Mortgage.	1899	1929	50,000
10 Kensington Railway Co.....	1st Mortgage.	1902	1922	15,000
	Cons'l'd.	1909	1934	20,000
11 Loraine Electric Railway Co.....				
12 Maryland Electric Railways Co.....	1st Mortgage.	1906	1931	4,489,000
	Equipment.	1910	1911-1919	45,928
	Equipment.	1913	1914-1924	153,000
Balto. & Annapolis Short Line R. R. Co.....	1st Mortgage.	1906	1946	1,000,000
13 United Railways & Electric Co.....	1st Mortgage.	1899	1949	26,450,000
	Income.	1899	1949	13,977,000
	Funding.	1906	1936	3,920,000
	Notes.	1916	1921	2,750,000
Central Railway Co.....	1st Mortgage.	1892	1932	692,000
	Exp. and Imp.	1897	1932	600,000
City & Suburban Ry. Co.....	1st Mortgage.	1892	1922	3,000,000
Baltimore Traction Co.....	1st Mortgage.	1899	1929	1,500,000
North Baltimore Passenger Ry. Co.....	1st Mortgage.	1892	1942	1,750,000
Lake Roland Elevated Ry. Co.....	1st Mortgage.	1892	1942	1,000,000
14 Washington, Balto. & Annapolis Electric R. R. Co.....	1st Mortgage.	1911	1941	5,144,000
15 Washington & Glen Echo Railroad Co.....	2d Mortgage.	1898	1918	50,000
16 Washington & Great Falls Ry. & Power Co.....	1st Mortgage.	1912	1937	500,000
17 Washington Interurban Railway Co.....	1st Mortgage.	1916	1946	150,000
18 Washington Railway & Electric Co.....	Cons'l'd.	1902	1951	11,642,350
Metropolitan R. R. Co.....	1st Mortgage.	1895	1925	1,850,000
Anacostia & Potomac R. R. Co.....	1st Mortgage.	1899	1949	2,979,000
19 Washington & Rockville Railway Co.....	1st Mortgage.	1915	1965	185,000

(a) Stock Dividend of 100% declared April 5th, 1916, Public Service Commission Order No. 2787.

No. 19.

STOCK OUTSTANDING ON DECEMBER 31, 1916 (EXCLUSIVE OF SUCH FUNDED DEBT AND CAPITAL STOCK AS ARE HELD BY ON FUNDED DEBT AND THE AMOUNT OF DIVIDENDS DECLARED ON CAPITAL STOCK DURING THE YEAR.

FUNDED DEBT—Cont.		STOCKS.					
INTEREST.		COMMON.		PREFERRED.			
Rate Per Cent.	Dates When Payable.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.
5	6	7	8	9	10	11	12
		\$46,250	\$1,850	4			
		10,000					
4½	F. & A.	400,000					
		15,000					
5	J. & D.	12,000,000	600,000	5			
5	F. & A.	1,750,000	69,828	4			
5	A. & O.	200,000	104,000	102			
		625,000					
5	J. & D.						
5	J. & D.						
5	J. & J.						
6	A. & O.	2,000,000			\$635,000		
5	M. & N.						
6	April						
5	F. & A.						
5	J. & J.						
5	F. & A.						
5	J. & D.						
5	J. & J.						
5	J. & J.						
5	J. & J.						
5	J. & J.						
5	Mch. Qrly.	25,000					
5	Mch. Qrly.						
		5,000					
5	A. & O.	1,164,000					
5	F. & A.						
6	J. & D.						
5	F. & A.						
4	M. & S.	20,461,200	818,448	4	23,000	\$920	4
4	J. & D.						
5	J. & D.						
5	F. & A.						
5	M. & N.						
5	M. & S.						
5	J. & D.						
5	M. & N.						
5	J. & D.						
5	M. & S.						
5	M. & S.	3,000,000			1,455,700	87,378	6
6	M. & N.	200,000					
5	J. & D.	300,350					
5	F. & A.	50,000					
4	J. & D.	6,500,000	455,000	7	8,500,000	425,000	5
5	F. & A.						
5	A. & O.						
5	M. & N.	275,000					

TABLE No. 20.

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE INVESTMENT IN ROAD AND EQUIPMENT ON DECEMBER 31, 1916.

TITLE OF CORPORATION.	INVESTMENT IN ROAD AND EQUIPMENT.			AVERAGE COST PER MILE.			
	1	2	3	4	5	6	7
	Cost of Road and Equipment June 30, 1914.	Invested Since June 30, 1914.	Total Cost of Road and Equipment Dec. 31, 1916.	Length of Road Owned. Miles.	Average Investment Per Mile.	Length of Track Owned. Miles.	Average Investment Per Mile.
1	881,780		881,780	3.22	\$19,186	3.28	\$18,835
2	113,274	\$1,394	114,668	2.84	40,376	3.05	37,584
3	2,884,372	1,855	2,886,227	17.63	163,320	23.54	85,843
4	14,963		14,963	1.60	9,352	1.60	9,352
5	17,664,440	43,287	17,707,727	29.07	607,690	53.23	279,157
6	3,806,700	5,108	3,811,808	25.35	150,308	41.48	92,013
7	447,379	47,556	494,935	7.00	70,706	7.77	63,688
8	1,417,358	51,034	1,468,392	25.00	58,786	25.50	57,584
9	3,738,166	95,877	3,834,043	79.04	48,508	82.52	46,462
10	60,000		60,000	3.50	24,000	2.80	23,077
11	43,483		43,483	1.12	38,824	1.12	38,824
12	5,511,169	742,751	6,253,920	30.16	207,358	42.56	146,599
13	70,738,687	1,213,490	71,952,177	180.17	399,357	376.65	191,083
14	9,452,248	138,082	9,590,330	54.95	174,528	99.08	96,843
15	369,938	95	369,938	7.54	49,051	7.54	49,051
16	300,630	501,350	801,980	10.66	75,232	10.66	75,232
17		206,184	206,184	8.08	25,677	8.26	24,962
18	31,984,924	266,543	32,251,466	53.10	607,372	104.17	309,504
19	381,504	109,712	491,216	13.25	37,073	14.44	34,018

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE

TITLE OF CORPORATION.		OPERATING INCOME.			
		Railway Operating Revenues.	Railway Operating Expenses.	Net Revenue, Railway Operations.	Net Revenue, Auxiliary Operations.
		1	2	3	4
1	Baltimore & Bel Air Electric Railway Co.....	\$16,661	\$13,270	\$3,391	.....
2	Baltimore, Halethorpe & Elkridge Railway Co.....	13,719	10,926	2,793	.....
3 (a)	Baltimore, Sparrow's Point & Chesapeake Railway Co...	.....	.....	.....	.....
4 (b)	Blue Ridge Railway Co.....	.....	.....	.....	.....
5	Capital Traction Co. of Washington.....	2,289,251	1,237,410	1,051,841	.....
6	City & Suburban Railway Co. of Washington.....	608,209	408,433	194,776	.....
7	Cumberland Electric Railway Co.....	107,284	88,635	18,649	.....
8	Cumberland & Westernport Electric Railway Co.....	150,182	91,811	58,371	.....
9	Hagerstown & Frederick Railway Co.....	315,876	205,668	110,208	(d) \$85,033
10	Kensington Railway Co.....	9,720	9,866	146	.....
11	Loraine Electric Railway Co.....	1,962	2,304	342	.....
12	Maryland Electric Railways Co.....	256,893	188,633	68,260	.....
13	United Railways & Electric Co.....	9,914,051	5,063,652	4,850,399	.....
14	Washington, Baltimore & Annapolis Electric Railroad Co..	946,202	511,616	434,586	(g) 12,680
15	Washington & Glen Echo Railroad Co.....	.....	166	166	.....
16	Washington & Great Falls Railway & Power Co.....	7,456	11,855	4,399	.....
17	Washington Interurban Railway Co.....	18,820	16,568	2,252	.....
18	Washington Railway & Electric Co.....	2,485,874	1,502,071	983,803	.....
19	Washington & Rockville Railway Co.....	72,545	64,605	7,940	.....

TITLE OF CORPORATION.		NON-OPERATING INCOME —Continued.			DEDUCTIONS FROM GROSS INCOME.
		Miscella- neous Income.	Total Non- Operating Income.	Gross Income.	Rent for Leased Roads.
		14	15	16	17
1	Baltimore & Bel Air Electric Railway Co.....	.....	.....	\$3,054	.....
2	Baltimore, Halethorpe & Elkridge Railway Co.....	.....	.....	2,490	.....
3	Baltimore, Sparrow's Point & Chesapeake Railway Co...	.....	.....	.....	.....
4	Blue Ridge Railway Co.....	.....	.....	.....	.....
5	Capital Traction Co. of Washington.....	\$4	\$8,928	917,956	.....
6	City & Suburban Railway Co. of Washington.....	.....	318	161,893	.....
7	Cumberland Electric Railway Co.....	.....	.....	14,827	.....
8	Cumberland & Westernport Electric Railway Co.....	2,365	2,725	55,131	.....
9	Hagerstown & Frederick Railway Co.....	.....	8,976	204,217	.....
10	Kensington Railway Co.....	.....	.....	392	.....
11	Loraine Electric Railway Co.....	.....	.....	592	.....
12	Maryland Electric Railways Co.....	7	245,366	300,304	.....
13	United Railways & Electric Co.....	2,429	92,000	3,947,559	\$403,215
14	Washington, Baltimore & Annapolis Electric Railroad Co..	.....	13,340	409,672	.....
15	Washington & Glen Echo Railroad Co.....	.....	.....	389	.....
16	Washington & Great Falls Railway & Power Co.....	4,418	4,418	19	.....
17	Washington Interurban Railway Co.....	.....	.....	1,709	.....
18	Washington Railway & Electric Co.....	1,711	792,776	1,628,651	.....
19	Washington & Rockville Railway Co.....	.....	5,854	11,159	.....

(a) Road operated by The United Railways & Electric Co.
(b) Road operated by The Chambersburg, Greencastle & Waynesboro St. Railway Co.
(d) Net Income from Gas and Electric operations.
(e) Includes Taxes, \$10,960.
(g) Net Income from Power Contracts.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 21.

INCOME AND THE PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED DECEMBER 31, 1916.

OPERATING INCOME—Continued.					NON-OPERATING INCOME.			
Net Operating Revenue.	Taxes Assignable to Railway Operations.	Operating Income.	Miscellaneous Rent Income.	Dividend Income.	Income from Funded Securities.	Income from Unfunded Securities and Accounts.	Income from Reserve Funds.	Release of Premium on Funded Debt.
5	6	7	8	9	10	11	12	13
\$3,391 2,793	\$337 303	\$3,054 2,490						
1,051,841	142,813	909,028	\$2,508			\$6,233		\$191
194,776	33,201	161,575				318		
18,649	3,822	14,827						
58,371	5,965	52,406	360					
195,241		195,241	89	\$36		5,794	\$155	
146	246	392						
342	250	592						
68,260	13,322	54,938	245,359					
4,850,399	994,840	3,855,559	2,732		\$6,050	69,858	10,931	
447,266	50,934	396,332	1,256	6,880		5,194		
166	223	389						
4,399		4,399						
2,252	543	1,709						
983,808	147,928	835,875	1,595	727,246	19,212	42,821	190	
7,940	2,635	5,305			5,854			

DEDUCTIONS FROM GROSS INCOME—Continued.						PROFIT AND LOSS.		
						CREDITS.		
Interest on Funded Debt.	Interest on Unfunded Debt.	Amortization of Discount on Funded Debt.	Miscellaneous Debits.	Total Deductions from Gross Income.	Net Income Transferred to Profit and Loss.	Credit Balance at Beginning of Year.	Balance Transferred from Income.	Donations.
18	19	20	21	22	23	24	25	26
\$5,786					\$3,054 3,296	\$17,930	\$3,054	
280,396			\$1,383	\$281,779	636,177	195,014	636,177	
87,500	\$8,012		552	94,064	67,829	140,177	67,829	
5,000	614			5,614	9,213	196,918	9,213	
32,750	925			33,675	21,456	206,096	21,456	
108,427		\$1,417	(e) 11,637	121,480	82,737	215,922	82,737	
1,750			12	1,762	2,154			
				592				
285,926	35,189		2,251	323,066	23,062			
2,380,403	1,070	19,789	34,958	2,839,435	1,108,124	1,008,058	1,108,124	
256,436	1,079	2,778	2,285	262,578	147,094	129,593	147,094	
	1,324			1,324	1,713			
	19			19				
5,854			10	5,864	4,156			
706,894	17	9,302	7,278	723,491	905,160	1,057,712	905,160	
8,542	3,096	6	252	11,896	736	2,643		

TABLE No. 21

TITLE OF CORPORATION.		PROFIT AND LOSS—Continued.			
		CREDITS—Continued.		DEBITS.	
		Miscella- neous Credits.	Total Credits.	Debit Balance at Beginning of Year.	Balance Transferred from Income.
		27	28	29	30
1	Baltimore & Bel Air Electric Railway Co.....		\$20,984		
2	Baltimore, Halethorpe & Elkridge Railway Co.....			\$11,886	\$3,296
3	Baltimore, Sparrow's Point & Chesapeake Railway Co....				
4	Blue Ridge Railway Co.....			37	
5	Capital Traction Co. of Washington.....	\$59,184	890,325		
6	City & Suburban Railway Co. of Washington.....		208,006		
7	Cumberland Electric Railway Co.....		206,131		
8	Cumberland & Westernport Electric Railway Co.....		227,552		
9	Hagerstown & Frederick Railway Co.....	339	298,998		
10	Kensington Railway Co.....			9,166	2,154
11	Loraine Electric Railway Co.....			29,576	592
12	Maryland Electric Railways Co.....	1,869	1,869	452,183	23,062
13	United Railways & Electric Co.....	105,967	2,222,149		
14	Washington, Baltimore & Annapolis Electric Railroad Co..	25	276,712		
15	Washington & Glen Echo Railroad Co.....			295,940	1,713
16	Washington & Great Falls Railway & Power Co.....				
17	Washington Interurban Railway Co.....				4,156
18	Washington Railways & Electric Co.....		1,962,872		
19	Washington & Rockville Railway Co.....	181	2,824		736

(c) Includes Stock Dividend of 100% Common Stock paid April 5th, 1916, Public Service Commission Order No. 2787.

(f) Interest on \$1,225,000. 5% Adjustment Bonds, for one year.

Continued.

PROFIT AND LOSS—Continued.

DEBITS—Continued.

Appropriations of Surplus to Making Funds and Other Reserves.	Dividend Appropriations From Surplus.	Surplus Invested in Physical Property.	Debt Discount Extinguished Through Surplus.	Miscellaneous Appropriations of Surplus.	Delayed Income Debits.	Miscellaneous Debits.	Total Debits.	Credit Balance Carried to Balance Sheet.	Debit Balance Carried to Balance Sheet.
31	32	33	34	35	36	37	38	39	40
	\$1,850						\$1,850	\$19,134	
							15,182		\$15,182
							37		37
	600,000					\$6,118	606,118	284,207	
	69,826			\$901			70,727	137,279	
	(c) 104,000						104,000	102,131	
\$2,146							2,146	225,406	
				(f) 61,250		130	61,380	237,618	
							11,320		11,320
						3,929	34,097		34,097
			\$4,290		\$133,730	1,849	615,114		613,245
	819,368			178,710		112,578	1,110,656	1,111,493	
	87,378	\$13,600				4,375	105,353	171,359	
						100	297,753		297,753
			75				4,231		4,231
730	880,000			4,374		5,845	890,949	1,071,923	
				189			925	1,899	

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL

TITLE OF CORPORATION.		TOTALS.	
		Revenue for Year Ended Dec. 31, 1916.	Increase Over Preceding Year.
		1	2
1	Baltimore & Bel Air Electric Railway Co.....	\$16,662	\$2,012
2	Baltimore, Halethorpe & Elkridge Railway Co.....	13,720	1,856
3 (a)	Baltimore, Sparrow's Point & Chesapeake Railway Co.....		
4 (a)	Blue Ridge Railway Co.....		
5	Capital Traction Co. of Washington.....	2,289,251	82,757
6	City & Suburban Railway Co. of Washington.....	603,209	19,015
7	Cumberland Electric Railway Co.....	107,285	10,615
8	Cumberland & Westernport Electric Railway Co.....	152,907	5,662
9	Hagerstown & Frederick Railway Co.....	315,876	*
10	Kensington Railway Co.....	9,720	*
11 (a)	Loraine Electric Railway Co.....	1,962	*
12	Maryland Electric Railways Co.....	256,893	*
13	United Railways & Electric Co.....	9,914,051	933,341
14	Washington, Baltimore & Annapolis Electric Railroad Co.....	946,202	100,519
15 (b)	Washington & Glen Echo Railroad Co.....		
16	Washington & Great Falls Railway & Power Co.....	7,456	19
17	Washington Interurban Railway Co.....	18,820	*
18	Washington Railway & Electric Co.....	2,485,874	74,670
19	Washington & Rockville Railway Co.....	72,545	12,501

TITLE OF CORPORATION.		REVENUE FROM TRANSPORTATION—Continued.	
		Miscellaneous Transportation Revenue.	Total Revenue from Transportation.
		11	12
1	Baltimore & Bel Air Electric Railway Co.....		\$16,662
2	Baltimore, Halethorpe & Elkridge Railway Co.....	\$349	13,720
3 (a)	Baltimore, Sparrow's Point and Chesapeake Railway Co.....		
4 (a)	Blue Ridge Railway Co.....		
5	Capital Traction Co. of Washington.....		2,274,199
6	City & Suburban Railway Co. of Washington.....		596,103
7	Cumberland Electric Railway Co.....		104,485
8	Cumberland & Westernport Electric Railway Co.....		150,182
9	Hagerstown & Frederick Railway Co.....		311,567
10	Kensington Railway Co.....		9,537
11 (a)	Loraine Electric Railway Co.....		1,962
12	Maryland Electric Railways Co.....	1,103	252,814
13	United Railways & Electric Co.....	10,535	9,751,374
14	Washington, Baltimore & Annapolis Electric Railroad Co.....	324	925,474
15 (b)	Washington & Glen Echo Railroad Co.....		
16	Washington & Great Falls Railway & Power Co.....		7,456
17	Washington Interurban Railway Co.....		18,820
18	Washington Railway & Electric Co.....		2,176,674
19	Washington & Rockville Railway Co.....		70,212

(a) Road operated by another company.

(b) Inactive corporation.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 22.

OPERATING REVENUES FOR THE YEAR ENDED DECEMBER 31, 1916, AND THE DISTRIBUTION THEREOF.

REVENUE FROM TRANSPORTATION.							
Passenger Revenue.	Baggage Revenue.	Special Car Revenue.	Mail Revenue.	Express Revenue.	Milk Revenue.	Freight Revenue.	Switching Revenue.
3	4	5	6	7	8	9	10
\$16,487			\$175				
13,371							
2,273,594		\$101	504				
595,784		256	63				
102,316			175			\$1,994	
138,182	\$1,685		200			10,115	
222,180	114	840	2,083	\$6,595	\$6,221	68,041	\$5,493
9,493						44	
	1,982						
195,477	279		3,555	10,786		40,357	1,257
9,689,574		19,330	31,935				
789,975	1,165	8,325	706	17,044	1,638	106,003	294
6,837		10			609		
18,820							
2,157,639		1,306	668	460		3,094	13,507
68,713		151	55	1,293			

REVENUE FROM OTHER RAILWAY OPERATIONS.								
Station and Car Privileges.	Parcel Room Receipts.	Demurrage.	Rent of Tracks and Facilities.	Rent of Equipment.	Rent of Buildings and Property.	Sale of Power.	Miscellaneous.	Total Revenue from Other Railway Operations.
13	14	15	16	17	18	19	20	21
\$10,834				\$555		\$3,662		\$15,051
2,600				3,594	\$912			7,106
300							\$2,500	2,800
400					360	116	1,849	2,725
941	\$34	\$2,229			1,075		30	4,309
50					80		53	183
205	578	1,132		162		2,002		4,079
50,143	116			278	1,563	106,480	4,097	162,677
2,332	3,216	483			4,481	507	9,709	20,728
9,620			\$5,038	36,537	8,543	249,462		309,200
368				1,965				2,333

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE TOTAL

TITLE OF CORPORATION.		TOTALS.		DISTRIBUTION OF OPERATING EXPENSES.	
		Operating Expenses, Year Ended December 31, 1916.	Increase Over Preceding Year.	Maintenance of Way and Structures.	Maintenance of Equipment.
		1	2	3	4
1	Baltimore & Bel Air Electric Railway Co.....	\$13,270	\$1,068	\$2,062	
2	Baltimore, Halethorpe & Elkridge Railway Co...	10,926	1,974	2,831	\$140
3 (a)	Baltimore, Sparrow's Point & Chesapeake Ry. Co.				
4 (a)	Blue Ridge Railway Co.....				
5	Capital Traction Co. of Washington.....	1,237,410	85,126	167,753	99,350
6	City & Suburban Railway Co. of Washington...	408,433	32,720	53,410	43,891
7	Cumberland Electric Railway Co.....	88,635	1,352	13,362	6,276
8	Cumberland & Westernport Electric Ry. Co.....	91,811	5,423	12,557	8,369
9	Hagerstown & Frederick Railway Co.....	205,668	*	37,151	28,101
10	Kensington Railway Co.....	9,866	*	2,541	1,142
11 (a)	Loraine Electric Railway Co.....	2,304	*	186	
12	Maryland Electric Railways Co.....	188,633	*	26,395	13,763
13	United Railways & Electric Co.....	5,063,652	550,338	(b) 898,957	407,870
14	Washington, Baltimore & Annapolis El. R. R. Co.	511,616	42,044	66,028	51,149
15 (d)	Washington & Glen Echo Railroad Co.....	166	72		162
16	Washington & Great Falls Railway & Power Co.	11,855	1,854	3,033	38
17	Washington Interurban Railway Co.....	16,568		1,694	13
18	Washington Railway & Electric Co.....	1,502,071	67,675	195,901	221,112
19	Washington & Rockville Railway Co.....	64,605	17,362	9,093	8,376

DETAILS OF OPERATING EXPENSES—Continued.

TITLE OF CORPORATION.		WAY AND STRUCTURES—Continued.			EQUIPMENT.
		Maintenance of Buildings, Fixtures and Grounds.	Depreciation of Way and Structures.	Equalization, Way and Structures.	Superin- tendence.
		12	13	14	15
1	Baltimore & Bel Air Electric Railway Co.....				
2	Baltimore, Halethorpe & Elkridge Railway Co....	\$1			
3 (a)	Baltimore, Sparrow's Point & Chesapeake Ry. Co.				
4 (a)	Blue Ridge Railway Co.....				
5	Capital Traction Co. of Washington.....	7,767	\$85,315		\$5,129
6	City & Suburban Railway Co. of Washington...	5,001	9,551		1,466
7	Cumberland Electric Railway Co.....	387	7,130		480
8	Cumberland & Westernport Electric Ry. Co.....	358			637
9	Hagerstown & Frederick Railway Co.....	1,592		\$550	1,155
10	Kensington Railway Co.....		1,131		200
11 (a)	Loraine Electric Railway Co.....				
12	Maryland Electric Railways Co.....	794			911
13	United Railways & Electric Co.....	15,037	(c) 495,702		14,290
14	Washington, Baltimore & Annapolis El. R. R. Co.	3,527			2,496
15 (d)	Washington & Glen Echo Railroad Co.....				
16	Washington & Great Falls Railway & Power Co.				
17	Washington Interurban Railway Co.....	87	1,044		
18	Washington Railway & Electric Co.....	11,059	31,446		5,314
19	Washington & Rockville Railway Co.....	476			204

(a) Road operated by another company.
(b) Includes depreciation on ways and structures and equipment, \$495,702.55.
(c) Includes depreciation on equipment.
(d) Inactive corporation.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 23.

OPERATING EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1916, AND THE DISTRIBUTION THEREOF.

DISTRIBUTION OF OPERATING EXPENSES—Continued.				DETAILS OF OPERATING EXPENSES.		
				WAY AND STRUCTURES.		
Production of Power.	Conducting Transportation.	Traffic Expenses.	General Expenses.	Superintendence.	Maintenance of Way.	Maintenance of Electric Lines.
5	6	7	8	9	10	11
\$1,983	\$4,528	.....	\$4,697	.....	\$1,837	\$225
3,093	4,716	.....	145	.....	2,635	195
.....
190,367	591,278	\$1,327	187,334	\$3,748	65,413	5,510
74,241	160,703	661	75,525	3,745	28,925	6,188
15,507	84,245	807	18,436	465	3,642	1,738
21,361	35,295	530	13,698	2,664	7,568	1,967
32,142	70,664	6,809	30,800	2,559	27,476	4,974
1,007	3,390	.....	1,786	500	878	32
.....	1,138	.....	.....	.....	186	.....
31,992	57,995	5,243	53,245	3,034	20,812	1,755
703,611	2,282,774	7,577	762,863	43,733	294,398	50,085
92,101	185,586	14,816	101,936	10,199	44,214	8,086
.....	.....	.....	4	.....	.....	.....
4,911	3,092	17	763	275	2,448	310
4,114	6,082	.....	4,664	1	428	132
231,584	596,955	1,376	255,143	14,698	114,168	24,529
14,322	21,703	262	10,849	560	5,743	2,313
.....

DETAILS OF OPERATING EXPENSES—Continued.

EQUIPMENT—Continued.						
Maintenance of Cars.	Maintenance of Electrical Equipment of Cars.	Maintenance of Locomotives.	Miscellaneous Equipment Expenses.	Depreciation of Equipment.	Equipment Retired.	Equalization Equipment.
16	17	18	19	20	21	22
.....
\$21	\$119	.....	.....	.....	.....	.....
.....
43,201	18,394	.....	\$10,079	\$22,547	.....	.....
19,448	9,086	.....	3,532	10,358	.....	.....
2,653	438	.....	271	2,434	.....	.....
6,814	741	.....	176	.....	.....	.....
11,360	1,605	\$1,151	1,229	11,050	.....	\$550
444	137	.....	.....	360	.....	.....
.....
6,256	1,722	718	759	3,395	.....	.....
244,977	104,190	.....	44,413	(See W. & S.)	.....	.....
13,567	13,354	.....	2,427	19,304	.....	.....
.....	.....	.....	.....	162	.....	.....
32	1	.....	6	.....	.....	.....
.....	.....	.....	5	.....	.....	.....
90,753	37,238	517	12,882	18	.....	.....
4,181	2,306	.....	499	74,407	.....	.....
.....	.....	.....	.....	1,185	.....	.....

TABLE No. 23

TITLE OF CORPORATION.	DETAILS OF OPERATING EXPENSES—Continued.			
	POWER.			
	Superin- tendence.	Power Plant Buildings and Grounds.	Maintenance of Power Equipment.	Depreciation of Power Buildings and Equipment.
	23	24	25	26
1 Baltimore & Bel Air Electric Railway Co.....				
2 Baltimore, Halethorpe & Elkridge Railway Co...				
3 (a) Baltimore, Sparrow's Point & Chesapeake Ry. Co.				
4 (a) Blue Ridge Railway Co.....				
5 Capital Traction Co. of Washington.....	\$3,006	\$1,066	\$10,157	\$14,016
6 City & Suburban Railway Co. of Washington...	656	60	444	986
7 Cumberland Electric Railway Co.....			666	
8 Cumberland & Westernport Electric Ry. Co.....	480			
9 Hagerstown & Frederick Railway Co.....	2,120	335	4,785	6,950
10 Kensington Railway Co.....				
11 (a) Loraine Electric Railway Co.....				
12 Maryland Electric Railways Co.....	123		270	
13 United Railways & Electric Co.....	17,244	1,318	11,977	(See W. & S.)
14 Washington, Baltimore & Annapolis El. R. R. Co.	1,091		1,864	
15 (d) Washington & Glen Echo Railroad Co.....				
16 Washington & Great Falls Railway & Power Co.		1	253	
17 Washington Interurban Railway Co.....				
18 Washington Railway & Electric Co.....	1,993	671	3,255	6,957
19 Washington & Rockville Railway Co.....	654	73	383	

TITLE OF CORPORATION.	DETAILS OF OPERATING EXPENSES—Continued.			
	CONDUCTING TRANSPORTA- TION—Cont.	TRAFFIC.	GENERAL AND MISCELLANEOUS.	
	Miscellaneous Transporta- tion Expenses.	Traffic Expenses.	General Expenses.	Valuation Expenses.
	34	35	36	37
1 Baltimore & Bel Air Electric Railway Co.....	\$20		\$2,540	
2 Baltimore, Halethorpe & Elkridge Railway Co...	166			
3 (a) Baltimore, Sparrow's Point & Chesapeake Ry. Co.				
4 (a) Blue Ridge Railway Co.....				
5 Capital Traction Co. of Washington.....	67,814	\$1,327	79,386	\$6,718
6 City & Suburban Railway Co. of Washington...	24,591	661	19,108	2,400
7 Cumberland Electric Railway Co.....	2,105	807	17,010	
8 Cumberland & Westernport Electric Ry. Co.....	6,454	530	8,091	
9 Hagerstown & Frederick Railway Co.....	15,180	6,809	16,748	
10 Kensington Railway Co.....	10		436	
11 (a) Loraine Electric Railway Co.....				
12 Maryland Electric Railways Co.....	29,393	5,243	22,017	
13 United Railways & Electric Co.....	263,026	7,577	309,294	18,000
14 Washington, Baltimore & Annapolis El. R. R. Co.	80,578	14,816	49,021	
15 (d) Washington & Glen Echo Railroad Co.....			4	
16 Washington & Great Falls Railway & Power Co.	20	17	402	
17 Washington Interurban Railway Co.....	49		3	
18 Washington Railway & Electric Co.....	89,997	1,376	78,492	8,880
19 Washington & Rockville Railway Co.....	4,736	262	3,097	340

(a) Road operated by another company.

(d) Inactive corporation.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

—Continued.

DETAILS OF OPERATING EXPENSES—Continued.

POWER—Continued.					CONDUCTING TRANSPORTATION.	
Power Plant Employees.	Fuel for Power.	Other Power Supplies and Expenses.	Power Purchased.	Other Operations.	Superintendence.	Conductors, Motormen and Trainmen.
27	28	29	30	31	32	33
			\$1,983			\$4,508
			3,093			4,550
\$25,900	\$126,986	\$9,237			\$52,102	471,362
4,421		220	67,454		10,308	125,803
			15,507		480	31,660
6,893	11,840	1,481			2,144	26,697
5,626	50,811	8,920	288	\$47,693	5,611	49,872
			1,006		500	2,880
						1,138
2,586			29,012		4,808	23,794
64,000	160,577	37,586	410,909		164,541	1,855,206
7,944		575	96,900	16,273	9,341	95,667
		638	4,018			3,072
			4,115			5,664
15,771	185,737	17,200			369	453,404
		1,911	11,300		53,554	14,693
					2,274	

DETAILS OF OPERATING EXPENSES—Continued.

GENERAL AND MISCELLANEOUS—Continued.						Ratio of Operating Expenses to Operating Revenue. Per Cent.
Injuries and Damages.	Insurance.	Stationery and Printing.	Store, Garage and Stable Expenses.	Rent of Tracks and Facilities.	Rent of Equipment.	
38	39	40	41	42	43	44
\$347	\$114				\$1,695	79.65
					145	79.64
70,816	5,199	\$14,612	\$5,879	\$4,722		54.05
20,883	585	4,222	2,574		25,757	67.71
126	1,002	186	112			82.61
2,400	1,616	1,080	511			61.13
1,791	1,800	1,480	1,682		7,298	65.10
				1,350		107.00
						117.47
5,655	839	640	656	21,156	2,280	74.21
314,457	39,531	44,958	36,624			51.08
10,651	1,701	5,805	842	28,205	5,711	54.07
	12	12				
	47	14	120		180	158.99
941		192	1		3,527	88.03
135,484	5,358	17,629	9,300			60.42
3,996	74	773	363	152	2,053	89.06

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN THE

TITLE OF CORPORATION.		ROAD OWNED—MILES.			
		Miles of Road.	Second Track.	All Other Main Track.	Sidings and Turnouts.
		1	2	3	4
1	Baltimore & Bel Air Electric Railway Co.....	3.22			0.06
2 (a)	Baltimore, Halethorpe & Elkridge Railway Co.....	2.84			0.21
3 (a)	Baltimore, Sparrow's Point & Chesapeake Ry. Co....	17.63	14.81		1.09
4 (a)	Blue Ridge Railway Co.....	1.60			
5	Capital Traction Co. of Washington.....	28.59	25.60		1.84
6	City & Suburban Railway Co. of Washington.....	26.27	15.20		0.87
7	Cumberland Electric Railway Co.....	7.00			0.50
8	Cumberland & Westernport Electric Railway Co....	25.00			0.50
9	Hagerstown & Frederick Railway Co.....	79.04			3.48
10	Kensington Railway Co.....	2.50			0.10
11 (a)	Loraine Electric Railway Co.....	1.12			
12	Maryland Electric Railways Co.....	26.60			12.50
13	United Railways & Electric Co.....	180.17	175.84		6.16
14	Washington, Baltimore & Annapolis Electric R. R. Co.	54.95	33.57		8.88
15 (b)	Washington & Glen Echo Railroad Co.....	7.54			
16	Washington & Great Falls Railway & Power Co.....	10.66			
17	Washington Interurban Railway Co.....	8.03			0.23
18	Washington Railway & Electric Co.....	53.10	42.46		3.59
19	Washington & Rockville Railway Co.....	13.25	0.50		0.69

TITLE OF CORPORATION.		EQUIPMENT, OWNED OR LEASED.				
		PASSENGER CARS.				
		Closed Passenger Cars.	Closed Passenger Cars with Electrical Equip-ment.	Open Passenger Cars.	Open Passenger Cars with Electrical Equip-ment.	Combina-tion Passenger Cars.
		14	15	16	17	18
1	Baltimore & Bel Air Electric Railway Co.....		2			
2 (a)	Baltimore, Halethorpe & Elkridge Railway Co.....					
3 (a)	Baltimore, Sparrow's Point & Chesapeake Ry. Co..	110	110			
4 (a)	Blue Ridge Railway Co.....					
5	Capital Traction Co. of Washington.....	103	315	126	102	
6	City & Suburban Railway Co. of Washington.....		40			
7	Cumberland Electric Railway Co.....		15	6	3	
8	Cumberland & Westernport Electric Ry. Co.....		13			
9	Hagerstown & Frederick Railway Co.....		22	9	10	
10	Kensington Railway Co.....		3			
11 (a)	Loraine Electric Railway Co.....					
12	Maryland Electric Railways Co.....	6	12			
13	United Railways & Electric Co.....	110	299		418	
14	Washington, Baltimore & Annapolis Elec. R. R. Co.	6	49			
15 (b)	Washington & Glen Echo Railroad Co.....		2			
16	Washington & Great Falls Ry. & Power Co.....		1		1	
17	Washington Interurban Railway Co.....		1			
18	Washington Railway & Electric Co.....	30	365	144	52	
19	Washington & Rockville Railway Co.....		5			

(a) Road operated by another company.
(b) Road not operated during the year.

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EQUIPMENT IN SERVICE AND THE NUMBER OF MILES OF ROAD OPERATED ON DECEMBER 31, 1916.

EQUIPMENT, OWNED OR LEASED—Continued.[illegible]

TABLE

SHOWING FOR EACH OF THE ELECTRIC RAILROAD CORPORATIONS NAMED THEREIN MILEAGE, TRAFFIC AND REQUIRED

TITLE OF CORPORATION.	Passenger Car Mileage.	Freight, Mail and Express Car Mileage.	Total Car Mileage.	Passenger Car Hours.
	1	2	3	4
1 Baltimore & Bel Air Electric Railway Co.....	111,187	.....	111,187	8,632
2 Baltimore, Halethorpe & Elkridge Railway Co.....	100,106	.....	100,106	8,939
3 Capital Traction Co. of Washington.....	7,769,389	*	7,769,389	956,821
4 City & Suburban Railway Co. of Washington.....	2,250,009	.....	2,250,009	256,164
5 Cumberland Electric Railway Co.....	343,459	.....	343,459	52,039
6 Cumberland & Westernport Electric Railway Co.....	469,637	34,490	504,127	45,623
7 Hagerstown & Frederick Railway Co.....	1,145,738	271,093	1,416,831	*
8 Kensington Railway Co.....	85,356	.....	85,356	6,710
9 Maryland Electric Railways Co.....	692,511	52,556	745,067	24,283
10 United Railways & Electric Co.....	31,397,513	199,647	31,597,160	3,691,219
11 Washington, Baltimore & Annapolis Elec. R. R. Co.	2,317,895	210,529	2,528,424	*
12 Washington & Great Falls Railway & Power Co.....	65,252	.....	65,252	5,646
13 Washington Interurban Railway Co.....	117,558	.....	117,558	12,055
14 Washington Railway & Electric Co.....	7,881,582	23,297	7,904,879	943,135
15 Washington & Rockville Railway Co.....	370,490	11,583	382,073	28,253

TITLE OF CORPORATION.	Average Fare, Revenue Passengers.	Average Fare, All Passengers.	Total Revenue from Transportation.	Revenue from Transportation, per Car Mile.	Revenue from Transportation, per Car Hour.
	14	15	16	17	18
1 Baltimore & Bel Air Electric Railway Co.....	Dollars. 4.761	Cents. 4.761	Dollars. 16,661	Cents. 14.828	Dollars. 1.91
2 Baltimore, Halethorpe & Elkridge Railway Co.....	4.595	4.135	13,720	13.705	1.53
3 Capital Traction Co. of Washington.....	4.251	3.249	2,274,199	29.271	2.38
4 City & Suburban Railway Co. of Washington.....	4.235	3.382	596,103	26.493	2.32
5 Cumberland Electric Railway Co.....	4.291	*	104,485	30.421	2.01
6 Cumberland & Westernport Electric Railway Co....	4.351	4.351	150,182	29.791	2.94
7 Hagerstown & Frederick Railway Co.....	*	*	311,567	21.992	*
8 Kensington Railway Co.....	4.462	4.462	9,537	11.173	1.41
9 Maryland Electric Railways Co.....	24.285	24.285	252,814	33.932	8.73
10 United Railways & Electric Co.....	4.865	3.449	9,751,374	30.861	2.62
11 Washington, Baltimore & Annapolis Electric R. R. Co.	39.187	39.187	925,474	36.603	*
12 Washington & Great Falls Railway & Power Co.....	4.883	4.883	7,456	11.426	1.32
13 Washington Interurban Railway Co.....	4.415	3.269	18,820	16.009	1.56
14 Washington Railway & Electric Co.....	4.307	3.216	2,167,674	27.536	2.30
15 Washington & Rockville Railway Co.....	4.039	4.039	70,212	18.377	2.38

No. 25.

MISCELLANEOUS STATISTICS FOR THE YEAR ENDED DECEMBER 31, 1916. THE ASTERISK (*) DENOTES ABSENCE OF FIGURES.

Freight, Mail and Express Car Hours.	Total Car Hours.	Regular Fare Passengers Carried.	Revenue Transfer Passengers Carried.	Total Revenue Passengers Carried.	Free Transfer Passengers Carried.	Total Passengers Carried.	Employees and Others Carried Free.	Passenger Revenue.
5	6	7	8	9	10	11	12	13
								Dollars.
	8,632	346,302		346,302		346,302	1,513	16,486
	8,939	291,008		291,008	32,329	323,337	4,508	13,371
*	956,821	51,399,506	2,083,040	53,482,546	16,487,820	69,970,366	*	2,273,594
	256,164	13,961,560	105,775	14,067,335	3,549,629	17,616,964	86,663	595,784
	52,039	2,384,559		2,384,559	*	2,384,559	*	102,316
5,503	51,126	3,172,383		3,172,383		3,172,383	15,896	138,182
*	*	*	*	*	*	*	*	222,179
	6,710	212,720		212,720		212,720		9,493
4,661	28,944	804,943		804,943		804,943	82,002	195,477
31,964	3,723,183	197,941,689	1,216,596	199,158,285	81,771,297	280,929,582	3,036,233	9,689,574
*	*	2,037,139		2,037,139		2,037,139	200,237	798,300
	5,646	150,613		150,613		150,613	19	6,837
	12,055	426,325		426,325	149,395	575,720	1,965	18,820
1,770	944,905	49,916,885	178,346	50,095,231	17,003,662	67,098,893	416,871	2,157,638
1,260	29,513	1,701,342		1,701,342		1,701,342	15,796	68,713
Total Revenue from Other Railway Operations.	Revenue from Other Railway Operations, per Car Mile.	Revenue from Other Railway Operations, per Car Hour.	Total Operating Revenues.	Operating Revenues, per Car Mile.	Operating Revenues, per Car Hour.	Total Operating Expenses.	Operating Expenses, per Car Mile.	Operating Expenses, per Car Hour.
19	20	21	22	23	24	25	26	27
Dollars.	Cents.	Cents.	Dollars.	Cents.	Dollars.	Dollars.	Cents.	Dollars.
			16,661	14.828	1.91	13,267	11.932	1.54
			13,719	13.705	1.54	10,926	10.914	1.22
15,051	00.193	1.573	2,289,251	29.465	2.39	1,237,410	15.926	1.29
7,106	00.316	2.774	603,209	26.809	2.35	408,433	18.152	1.59
2,800	0.815	5.381	107,285	31.236	2.06	88,635	25.806	1.70
948	0.188	1.855	151,130	29.978	2.96	97,776	19.394	1.91
4,308	0.314	*	315,876	22.295	*	205,668	14.576	*
183	0.214	2.727	9,180	11.387	1.45	9,865	11.558	1.47
4,080	0.548	14.095	256,893	34.479	8.87	188,633	25.818	6.52
162,677	0.515	4.369	9,914,051	31.376	2.66	5,063,652	16.026	1.36
20,727	0.819	*	946,202	37.422	*	511,616	20.234	*
			7,456	11.427	1.32	18,168	18.168	2.10
			18,820	16.009	1.56	16,568	14.094	1.37
309,200	3.911	32.723	2,485,874	31.447	2.63	1,502,071	19.002	1.59
2,332	0.611	7.904	72,545	18.988	2.45	64,605	16.910	2.05

TABLE No. 26.

SHOWING FOR EACH OF THE ELECTRIC LIGHT CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF LIABILITIES AND OF SURPLUS, ON JUNE 30, 1917, AND THE TOTAL AMOUNT OF GROSS INCOME, THE DEDUCTIONS FROM GROSS INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917, AND THE INCREASES OR DECREASES FROM THE PRECEDING YEAR.

Totals.

TITLE OF CORPORATION.														
Assets.		Liabilities.			Surplus or Deficit.		Gross Income.		Deductions from Gross Income.		Net Income.			
Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	
1	2	3	4	5	6	7	8	9	10	11	12			
1 Antietam Electric L. & P. Co.	\$6,713	\$32,419	\$6,985	\$5,764	\$272	\$8,142	\$1,172	\$6,230	\$1,745	\$1,912	\$673			
2 (a) Baltimore County Electric Co.	46,739	7,437,550	46,739	6,719	2,263	13,177	805	12,100	3,298	1,077	2,433			
3 (a) Baltimore Electric Co. of Balto. City	9,139	93,537	6,876	12,034	244	10,446	604	10,690	1,090	244	1,894			
4 Bel Air Electric Co.	1,556	44,925	1,800	2,518	244	10,446	604	10,690	1,090	244	1,894			
5 Chestertown Electric L. & P. Co.	6,014	79,083	4,336	33,292	1,678	44,741	670	40,063	3,298	4,678	2,898			
6 Crittfield Ice Manufacturing Co.	8,152	92,248	7,796	46	356	11,002	3,119	9,736	2,256	1,286	863			
7	61,870	82,199	776	29,329	1,111	7,012	1,650	5,901	1,454	1,111	196			
8	336	82,199	776	29,329	1,111	7,012	1,650	5,901	1,454	1,111	196			
9	14,323	48,161	9,930	10,036	4,933	19,359	6,176	19,101	7,499	263	1,324			
10	32,693	929,800	30,780	53,033	1,933	205,170	39,846	159,506	35,467	45,664	4,379			
11	565	9,150	60	2,705	646	4,463	679	3,363	916	1,100	236			
12	984	100,200	50	2,306	1,014	13,744	1,510	2,155	390	11,589	1,120			
13	3,316	35,089	2,453	895	865	10,461	162	8,466	219	1,995	361			
14	8,197	85,252	9,903	1,235	1,706	18,993	3,481	20,699	5,422	1,708	1,941			
15	2,297	55,834	607	1,942	2,904	10,840	782	7,983	672	2,857	1,454			
16	3,311	65,139	2,117	4,226	5,428	16,353	4,708	10,925	2,206	5,428	6,914			
17	61,614	59,906	45,177	1,708	1,679	17,156	3,291	18,735	4,303	1,579	1,011			
18	10,937	5,000	...	5,937	72	4,729	416	4,157	231	572	680			
19 (a)	313,824	114,273	...	199,551	...	...	...	...	...	...	...
20	265,314	100,196	7,469	165,118	10,336	100,236	2,330	82,431	15,113	17,805	6,783			
21	10,096	10,202	1,100	106	1,099	3,127	406	4,236	1,780	1,169	1,374			
22	1,475,917	1,475,917	18,194	...	...	242,548	46,184	139,728	62,686	102,820	16,502		
23 (a)	225,000	225,000	...	...	...	...	...	...	...	...	...
24 (a)	200,000	200,000	...	...	...	...	...	...	...	...	...
25	117,231	84,732	24,486	32,499	27,185	21,098	3,817	14,784	918	6,304	2,899			
26	20,125	21,937	292	1,812	444	2,638	491	2,194	73	444	564			
27	16,614	8,126	1	7,486	1,605	4,141	107	2,446	300	1,695	193			
28	852,139	15,872,991	827,272	279,575	24,867	2,525,542	205,028	1,444,947	103,391	1,080,595	11,637			
29 (a)	336,420	336,067	...	353	...	...	...	...	...	...	...
30	216,784	192,584	16,089	24,200	1,299	50,655	13,205	41,130	14,295	9,525	1,069			
31	1,706,789	1,706,789	29,629	29,629	...	44,097	9,714	44,097	9,714	...	...	
32 (b)	33,130	31,796	5,558	1,334	1,256	7,479	...	6,223	...	1,250	...			

(a) Operated by Consolidated Gas Electric Light & Power Co. of Baltimore.

(b) First complete report.

Note—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE

SHOWING FOR EACH OF THE ELECTRIC LIGHT CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT OF ASSETS, THE TOTAL

TITLE OF CORPORATION.		TOTALS.			
		Assets.		Liabilities.	
		Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
		1	2	3	4
1	Antietam Electric Light & Power Co.....	\$38,183	\$6,713	\$32,419	\$6,985
2(a)	Baltimore County Electric Co.....	371,000		371,000	
3(a)	Baltimore Electric Co. of Baltimore City.....	7,444,269	46,739	7,437,550	46,739
4	Bel Air Electric Co.....	105,571	9,139	93,537	6,876
5	Chestertown Electric Light & Power Co.....	47,443	1,556	44,925	1,800
6	Crisfield Ice Manufacturing Co.....	112,285	6,014	79,083	4,336
7	Delmarvia Utilities Co.....	92,202	8,152	92,248	7,796
8	Delta Electric Power Co.....	61,870	336	82,199	776
9	Easton Utilities Commission.....	58,197	14,323	48,161	9,930
10	Edison Electric Illuminating Co.....	982,833	32,693	929,800	30,760
11	Emmitsburg Electric Co.....	11,945	565	9,150	89
12	Gilpin's Falls Electric Co.....	102,506	964	100,200	59
13	Harper's Ferry Electric Light & Power Co.....	35,934	3,318	35,069	2,453
14	Havre de Grace Electric Co.....	86,487	8,197	85,252	9,903
15	Home Electric Light Co.....	57,776	2,297	55,834	687
16	Home Manufacturing Light & Power Co.....	60,913	3,311	65,139	2,117
17	Idlewild Electric Light, Heat & Power Co.....	61,614	48,758	59,906	45,177
18	Midland Electric Light Co.....	10,937	72	5,000	
19(a)	Mt. Washington Electric Light & Power Co.....	313,824		114,273	
20	Municipal Electric Light Plant of Hagerstown.....	265,314	17,805	100,196	7,469
21	New Windsor Electric Light & Water Co.....	10,096	9	10,202	1,100
22	Northern Virginia Power Co.....	1,475,917	18,194	1,475,917	18,194
23(a)	Patapsco Electric & Manufacturing Co. of Delaware.....	225,000		225,000	
24(a)	Patapsco Electric & Manufacturing Co. of Maryland.....	200,000		200,000	
25	Peninsular Light & Power Co.....	117,231	2,687	84,732	24,498
26	Perryville Electric Co.....	20,125	152	21,937	292
27	Port Deposit Electric Co.....	15,614	1,696	8,126	1
28	Potomac Electric Power Co.....	16,152,566	852,139	15,872,991	827,272
29(a)	Roland Park Electric & Water Co.....	336,420		336,067	
30	Salisbury Light, Heat & Power Co.....	216,784	14,790	192,584	16,069
31	Susquehanna Transmission Co. of Maryland.....	1,706,789	29,629	1,706,789	29,629
32(b)	Union Bridge Electric Manufacturing Co.....	33,130	6,814	31,796	5,558

TITLE OF CORPORATION.		DETAILS OF ASSETS —Continued.		DETAILS OF LIABILITIES	
		Unex-tinguished Discount on Securities.	Sundries.	Capital Stock.	Funded Debt.
		14	15	16	17
1	Antietam Electric Light & Power Co.....			\$11,500	\$9,000
2(a)	Baltimore County Electric Co.....	\$16,486		150,000	221,000
3(a)	Baltimore Electric Co. of Baltimore City.....	8,750		3,500,000	3,721,000
4	Bel Air Electric Co.....			44,400	39,000
5	Chestertown Electric Light & Power Co.....	1,917		15,000	21,300
6	Crisfield Ice Manufacturing Co.....			50,000	
7	Delmarvia Utilities Co.....			76,000	10,000
8	Delta Electric Power Co.....			29,500	22,500
9	Easton Utilities Commission.....				30,000
10	Edison Electric Illuminating Co.....	44,018	\$1,775	275,000	490,000
11	Emmitsburg Electric Co.....			7,500	
12	Gilpin's Falls Electric Co.....			100,000	
13	Harper's Ferry Electric Light & Power Co.....			29,900	
14	Havre de Grace Electric Co.....			50,000	
15	Home Electric Light Co.....	35		13,825	18,200
16	Home Manufacturing Light & Power Co.....	5,880	4,680	8,600	43,400
17	Idlewild Electric Light, Heat & Power Co.....	3,226	2,936	17,000	33,000
18	Midland Electric Light Co.....			5,000	
19(a)	Mt. Washington Electric Light & Power Co.....			83,260	
20	Municipal Electric Light Plant of Hagerstown.....				47,000
21	New Windsor Electric Light & Water Co.....			4,900	
22	Northern Virginia Power Co.....			600,000	362,000
23(a)	Patapsco Electric & Manufacturing Co. of Delaware.....			225,000	
24(a)	Patapsco Electric & Manufacturing Co. of Maryland.....			200,000	
25	Peninsular Light & Power Co.....		10	75,000	
26	Perryville Electric Co.....			18,665	
27	Port Deposit Electric Co.....			8,125	
28	Potomac Electric Power Co.....	190,713	24,520	6,000,000	7,005,000
29(a)	Roland Park Electric & Water Co.....	25,000		25,000	300,000
30	Salisbury Light, Heat & Power Co.....		735	100,000	47,000
31	Susquehanna Transmission Co. of Maryland.....	164,300		500	1,643,000
32 (b)	Union Bridge Electric Manufacturing Co.....			15,000	

(a) Operated by Consolidated Gas Electric Light & Power Co. of Baltimore.

(b) First annual report.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 27.

AMOUNT OF LIABILITIES AND THE SURPLUS ON JUNE 30, 1917, AND THE CLASSIFICATION OF SUCH ASSETS AND LIABILITIES.

TOTALS—Cont.		DETAILS OF ASSETS.						
Surplus or Deficit.								
Total Amount June 30, 1917.	Increase Over Preceding Year.	Cost of Plant.	Cash.	Bills and Accounts Receivable.	Materials and Supplies.	Invest- ments.	Sinking Fund and Optional Reserves.	Special Deposits and Pre- payments.
5	6	7	8	9	10	11	12	13
\$5,764	\$272	\$37,015	\$971	\$127	\$70			
		303,756		50,757				
6,719		5,959,654		104,315		\$1,155,000	\$216,550	
12,034	2,263	101,228	322	1,734	887		1,400	
2,518	244	41,798	3,728					
33,202	1,678	98,522	188	11,894	1,681			
46	356	90,037	100	1,799	265			
20,329	1,111	60,494	126	1,050	200			
10,036	4,393	44,273	4,526	9,398				
53,033	1,933	859,731	605	45,756	23,226	7,720		
2,795	645	10,800	660	450	35			
2,306	1,014	100,000	250	2,006	250			
865	865	35,069	23	842				
1,235	1,706	82,556	355	1,068	2,504			
1,942	2,904	51,549	633	4,202	1,304			\$ 52
4,226	5,428	47,906	30	2,196	220			
1,708	1,579	38,443	231	16,519				258
5,937	72	9,030		1,793	115			
199,551		302,328		11,496				
165,118	10,336	239,676	11,370	11,572	2,454			242
106	1,109	5,363	834	173		3,725		
		1,428,981	3,510	22,408	19,042			1,975
		213,180		11,820				
		179,746		20,254				
32,499	27,185	100,847	308	5,869		10,126		71
1,812	444	19,190	119	816				
7,488	1,695	8,000	1,782	629	2,278	2,925		
279,575	24,867	12,635,003	316,571	595,524	208,051	1,139,208	900,605	142,372
353		311,420						
24,200	1,299	201,300	953	13,326				469
		1,542,489						
1,334	1,256	31,942	241	652	295			

DETAILS OF LIABILITIES—Continued.

Taxes Accrued and Unpaid.	Interest Accrued on Funded Debt.	Interest Accrued on Unfunded Debt.	Bills and Accounts Payable.	Dividends Payable.	Consumers' Deposits.	Sinking Fund and Optional Reserves.	Reserves for Amortiza- tions and Deprecia- tion.	Sundries.
18	19	20	21	22	23	24	25	26
\$ 67			\$5,375				\$6,476	
						\$216,550		
131	\$375		7,367		\$107	1,400	758	
	375		8,250					
			27,966			1,117		
			5,828	\$420				
	50		31,149					
	750		14,401				3,009	
	6,125		28,000		2,121	19,225	109,328	
			1,650					
			200					
			4,002			1,166		
			35,197		55			
		\$1,200	22,609					
215			8,585					\$4,340
495	173		8,675			444	118	
							31,013	
							53,196	
			1,100			417,640	4,202	
							96,277	
716			1,401			558	7,056	
			3,271					
			1					
33,073	149,091	9,366	643,710		95,849	952,991	979,804	4,107
			11,067					
1,554	196		13,509			3,981	1,388	24,955
			63,289					
			16,388					408

TABLE

SHOWING FOR EACH OF THE ELECTRIC LIGHT CORPORATIONS NAMED THEREIN THE GROSS INCOME FROM ALL SOURCES, FROM THE OPERATIONS OF THE

TITLE OF CORPORATION.		TOTALS.			
		Gross Income from all Sources.	Deductions from Gross Income.	Net Income.	Appropriations from Net Income.
		1	2	3	4
1	Antietam Electric Light & Power Co.....	\$8,142	\$6,230	\$1,912	\$2,184
2	Bel Air Electric Co.....	13,177	12,100	1,077	1,186
3	Chestertown Electric Light & Power Co.....	10,446	10,690	244	
4	Crisfield Ice Manufacturing Co.....	44,741	40,063	4,678	3,000
5	Delmarvia Utilities Co.....	11,002	9,736	1,266	909
6	Delta Electric Power Co.....	7,012	5,901	1,111	
7	Easton Utilities Commission.....	19,359	19,101	293	4,100
8	Edison Electric Illuminating Co.....	205,170	159,506	45,664	43,731
9	Emmitsburg Electric Co.....	4,463	3,363	1,100	455
10	Gilpin's Falls Electric Co.....	13,744	2,155	11,589	10,575
11	Harper's Ferry Electric Light & Power Co.....	10,461	8,466	1,995	1,130
12	Havre de Grace Electric Co.....	18,993	20,699	1,706	
13	Home Electric Light Co.....	10,840	7,983	2,857	47
14	Home Manufacturing Light & Power Co.....	16,353	10,925	5,428	
15	Idlewild Electric Light, Heat & Power Co.....	17,156	18,735	1,579	
16	Midland Electric Light Co.....	4,729	4,157	572	500
17	Municipal Electric Light Plant of Hagerstown.....	100,236	82,431	17,805	7,469
18	New Windsor Electric Light & Water Co.....	3,127	4,236	1,109	
19	Northern Virginia Power Co.....	242,548	139,728	102,820	102,820
20	Peninsular Light & Power Co.....	21,098	14,734	6,364	20,821
21	Perryville Electric Co.....	2,638	2,194	444	
22	Port Deposit Electric Co.....	4,141	2,446	1,695	
23	Potomac Electric Power Co.....	2,525,542	1,444,947	1,080,595	1,055,728
24	Salisbury Light, Heat & Power Co.....	50,655	41,130	9,525	10,825
25	Susquehanna Transmission Co. of Maryland.....	44,097	44,097		
26	Union Bridge Electric Manufacturing Co.....	7,479	6,223	1,256	

TITLE OF CORPORATION.		DEDUCTIONS FROM GROSS INCOME—Continued.			
		OPERATING EXPENSES —Continued.		OTHER DEDUCTIONS.	
		Commercial and New Business.	General.	Taxes.	Uncollectible Bills.
		11	12	13	14
1	Antietam Electric Light & Power Co.....		\$2,699	\$165	
2	Bel Air Electric Co.....	\$218	3,468	442	\$124
3	Chestertown Electric Light & Power Co.....	10	4,052	271	
4	Crisfield Ice Manufacturing Co.....		646	488	
5	Delmarvia Utilities Co.....	245	335	348	
6	Delta Electric Power Co.....		570	177	
7	Easton Utilities Commission.....		2,061		
8	Edison Electric Illuminating Co.....	7,153	28,603	10,738	
9	Emmitsburg Electric Co.....		1,228	231	
10	Gilpin's Falls Electric Co.....		150	150	
11	Harper's Ferry Electric Light & Power Co.....		1,034	136	
12	Havre de Grace Electric Co.....	24	3,300	897	487
13	Home Electric Light Co.....		993	117	
14	Home Manufacturing Light & Power Co.....	68	2,256	244	574
15	Idlewild Electric Light, Heat & Power Co.....	1,612	4,070	461	120
16	Midland Electric Light Co.....	312	106	256	
17	Municipal Electric Light Plant of Hagerstown.....		6,396		313
18	New Windsor Electric Light & Water Co.....			93	
19	Northern Virginia Power Co.....		1,419	7,360	
20	Peninsular Light & Power Co.....	998	2,860	1,100	117
21	Perryville Electric Co.....		226	133	66
22	Port Deposit Electric Co.....		45	267	
23	Potomac Electric Power Co.....	91,899	311,975	150,064	12,574
24	Salisbury Light, Heat & Power Co.....	3,357	11,757	2,627	318
25	Susquehanna Transmission Co. of Maryland.....				
26	Union Bridge Electric Manufacturing Co.....		363	292	

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 28.

THE DEDUCTIONS FROM GROSS INCOME, THE NET INCOME, THE APPROPRIATIONS FROM NET INCOME AND THE SURPLUS YEAR ENDED JUNE 30, 1917.

TOTALS—Cont.		DEDUCTIONS FROM GROSS INCOME.			
DISTRIBUTION OF INCOME.		OPERATING EXPENSES.			
Surplus or Deficit.	Operating Revenue.	Non-Operating Revenue.	Production.	Distribution.	Utilisation.
5	6	7	8	9	10
\$272	\$8,142	.....	\$2,601	\$158	.....
2,263	12,933	\$244	3,629	1,550	\$127
244	10,424	22	3,590	676	380
1,678	44,741	.....	12,587	3,021	.....
357	10,891	111	8,228	339	.....
1,111	6,868	144	3,224	198	.....
4,393	19,359	.....	15,698	592	.....
1,933	204,977	193	46,505	13,749	11,576
645	4,463	.....	1,354	394	65
1,014	13,744	.....	1,505	350	.....
865	10,461	.....	1,414	4,288	1,594
1,706	18,993	.....	13,336	349	212
2,904	10,785	55	3,673	1,668	7
5,428	16,353	.....	6,005	1,338	63
1,579	17,156	.....	8,679	981	248
72	4,729	.....	2,700	783	.....
10,336	100,236	.....	44,070	11,678	17,349
1,109	2,693	434	2,205	1,872	66
.....	242,548	.....	106,458	1,419	.....
27,185	21,098	.....	8,819	645	195
444	2,638	.....	1,706	32	.....
1,695	4,141	.....	1,412	593	.....
24,867	2,514,953	10,589	255,016	192,563	62,548
1,300	50,655	.....	17,128	2,237	1,205
.....	44,097	.....	.....	44,097	.....
1,256	7,479	.....	2,844	9	.....

DEDUCTIONS FROM GROSS INCOME—Continued.

OTHER DEDUCTIONS—Continued.			APPROPRIATIONS FROM INCOME.			
Interest on Funded Debt.	Interest on Unfunded Debt.	Miscellaneous.	Amortisations and Depreciation of Plant.	Sinking Fund and Optional Reserves.	Dividends Declared.	Sundries.
15	16	17	18	19	20	21
\$495	\$52	\$59	\$1,851	.....	.....	\$334
2,370	170	.....	300	.....	.....	1,486
1,268	.....	443	.....	.....	.....	.....
.....	.....	23,321	.....	.....	\$3,000	.....
.....	241	.....	.....	.....	.....	909
100	1,632	.....	.....	.....	.....	.....
750	.....	.....	1,646	.....	.....	5,746
24,688	825	15,668	19,544	\$4,938	19,250	.....
.....	90	.....	.....	.....	600	145
.....	.....	.....	.....	.....	10,575	1,169
.....	1,840	254	.....	.....	.....	.....
400	1,199	27	.....	.....	.....	48
.....	377	.....	.....	.....	.....	.....
2,388	94	81	.....	.....	.....	.....
.....	.....	.....	.....	.....	500	.....
940	.....	1,684	7,469	.....	.....	.....
.....
16,475	.....	8,016	85,739	.....	60,000	.....
.....	.....	.....	.....	.....	3,000	23,822
.....	30	129	.....	.....	.....	.....
350,019	18,288	.....	296,395	106,000	660,000	6,668
2,401	.....	100	.....	1,500	9,000	325
.....
.....	242	2,473	.....	.....	.....	.....

TABLE No. 30.

SHOWING FOR EACH OF THE ELECTRIC LIGHT CORPORATIONS NAMED THEREIN VARIOUS OPERATING STATISTICS FOR THE YEAR ENDED JUNE 30, 1917.
THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS FOLLOWS: 0—NONE; *—ABSENCE OF REQUIRED FIGURES.

TITLE OF CORPORATION	STATIONS.					MADE AND SOLD.					PLANT.				
	NUMBER AND CAPACITY.														
	Generating Stations.	Capacity in K. W.	Sub-Stations.	Capacity in K. W.	Total Station Out-put.	Total Sold.	Pr. Ct. Un-accounted For.	Number of Boilers.	Rated Horse Power.	Number of Engines.	Rated Horse Power.	Number of Water Wheels.	Rated Horse Power.	Number of Generators.	Total K. W.
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1 Antietam Electric Light & Power Co., City	1	150	0	0	*	*	*	1	125	1	125	2	224	2	150
2 City	1	6,000	1	4,200	*	*	*	8	4,000	3	8,040	0	0	3	6,000
3 Co.,	2	210	0	0	187	124	25 75	0	0	0	0	0	355	4	210
4	1	55,500	12	41,119	294,174	286,265	9 48	30	25,304	8	74,086	0	0	8	55,500
5	2	350	0	0	*	*	*	2	350	2	650	0	0	5	433
6	1	200	0	0	*	*	*	2	185	2	270	0	0	2	200
7 Power Co.	1	110	0	0	*	*	*	2	180	2	142 1/2	0	0	2	110
8	1	305	0	0	*	*	*	3	450	2	350	0	0	2	305
9	1	262	0	0	103	77	25 24	3	325	3	360	0	0	3	175
10	1	350	0	0	*	*	*	0	0	0	0	0	600	1	350
11	1	250	0	0	*	*	*	2	300	0	350	0	0	1	250
12	1	5,000	1	3,000	9,594	6,061	27 23	11	3,892	5	7,289	0	0	5	5,400
13 (c)	0	0	0	0	52	44	15 38	0	0	0	0	0	0	0	0
14	1	200	2	240	*	*	*	0	0	0	0	1	325	1	200
15 No. Elec.	1	3,200	8	1,950	14,445	12,550	13 11	3	2,100	2	3,200	0	0	2	3,200
16 (a)	1	200	0	0	337	265	21 36	0	0	0	0	0	0	1	200
17	1	285	0	0	216	129	40 27	3	400	3	430	0	0	3	285
18 (c)	0	0	0	0	240	170	29 15	0	0	0	0	0	0	0	0
19 Power Co.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20 (c)	0	0	0	0	385	*	*	0	0	0	0	0	0	0	0
21 (c)	0	0	0	0	4,194	2,711	35 36	0	1,800	0	3,250	0	0	0	0
22	1	2,330	0	0	*	*	*	6	0	1	45	0	0	2	2,330
23	1	125	0	0	370	260	29 73	0	2,650	3	8,400	7	6,500	10	1,150
24 (d)	4	9,775	0	0	34	27	20 59	1	150	2	470	3	160	4	9,775
25	2	247	0	0	35	35	0	0	0	0	0	0	0	0	0
26 (c)	0	0	0	0	*	*	*	0	0	0	0	0	0	0	0
27 (c)	0	0	0	0	821	1,122	12 18	0	710	0	0	0	0	0	0
28 (b)	0	0	3	1,700	*	*	*	2	0	2	500	3	200	2	500
29	1	500	0	0	*	*	*	0	0	1	75	0	0	1	500
30	1	75	0	0	*	*	*	0	0	0	0	0	0	0	75

(a) Generating plant in West Virginia.
(b) Generating plant in District of Columbia.
(c) Purchases current.
(d) Generating plant in Virginia.

TABLE No. 33.

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF LIABILITIES AND OF SURPLUS, ON JUNE 30, 1917, AND THE TOTAL AMOUNT OF GROSS INCOME, THE DEDUCTIONS FROM GROSS INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917, AND THE INCREASE OR DECREASE FROM THE PRECEDING YEAR.

TOTALS.											
TITLE OF CORPORATION.											
ASSETS.		LIABILITIES.		SURPLUS OR DEFICIT.		GROSS INCOME.		DEDUCTIONS FROM GROSS INCOME.		NET INCOME.	
Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
1	2	3	4	5	6	7	8	9	10	11	12
\$455,574	\$10,379	\$455,184	\$10,520	\$390	\$141	\$98,010	\$210	\$75,351	\$263	\$12,659	\$478
340,728	14,385	323,289	10,689	17,439	3,719	60,225	17,385	57,861	23,226	2,364	5,841
74,270	1,321	86,986	3,401	12,716	2,080	7,113	476	9,193	602	2,080	1,120
201,815	2,882	198,927	1,391	2,888	1,491	36,845	3,620	32,004	4,517	4,341	887
58,599,926	7,301,991	57,037,682	7,161,316	1,562,244	140,675	8,511,032	1,070,310	6,164,611	727,524	2,345,421	342,786
128,268	10,577	128,268	25,012	626	14,438	26,614	2,882	18,671	537	7,843	2,345
75,819	1,645	76,445	2,547	626	902	13,900	425	14,802	3,010	902	2,585
26,505	797	23,930	288	2,575	509	5,466	1,782	4,736	1,844	730	62
101,179	12,873	103,091	14,340	1,912	1,467	22,482	1,768	23,949	8,610	1,467	1,842
566,101	16,212	523,150	3,320	32,951	12,892	86,119	14,614	69,427	9,574	16,692	5,040
112,597	718	132,444	1,985	19,847	2,713	9,174	343	11,887	743	2,713	400
206,033	5,097	162,462	3,675	42,571	1,422	45,987	2,830	36,296	4,499	9,691	1,866
6,468	49	6,330	950	138	901	1,016	58	967	13	49	71
20,550	677	16,692	1,823	3,859	1,146	11,238	1,291	9,491	233	1,747	1,068
302,740	4,156	177,408	4,264	25,332	1,108	33,879	713	21,266	3,660	12,623	4,373
247,453	1,929	205,350	4,120	42,103	6,049	75,404	14,878	57,940	3,815	17,464	18,493
3,527,018	45,287	3,522,494	125,562	4,524	80,276	429,573	90,329	271,680	1,719	157,893	92,043
1 Annapolis Public Utilities Co.....											
2											
3											
4											
5											
6											
7											
8											
9											
10											
11											
12											
13											
14											
15											
16											
17											

*Natural Gas Companies.

Note—Deficit, loss and other reverse items in this table are printed in bold type.

TABLE

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT OF SUCH ASSETS

TITLE OF CORPORATION.	TOTALS.			
	ASSETS.		LIABILITIES.	
	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
	1	2	3	4
1 Annapolis Public Utilities Co.....	\$455,574	\$10,379	\$455,184	\$10,520
2 Cambridge Gas, Electric Light & Power Co.....	340,728	14,388	323,289	10,000
3 Chestertown Gas Co.....	74,270	1,321	86,986	3,401
4 Citizens Gas Co.....	201,815	2,882	198,927	1,391
5 Consolidated Gas Electric Light & Power Co.....	58,599,926	7,301,991	57,037,682	7,161,316
6 Consolidated Public Utilities Co.....	128,268	10,577	128,268	25,012
7 Crisfield Light & Power Co.....	75,819	1,645	76,445	2,547
8 Elkton Gas Light Co.....	26,505	797	23,930	288
9 Georgetown Gas Light Co. of Montgomery Co.....	101,179	12,873	103,091	14,340
10 Hagerstown Light & Heat Co.....	556,101	16,212	523,150	3,320
11 Havre de Grace Gas Co.....	112,597	718	132,444	1,995
12 Hyattsville Gas & Electric Co.....	205,033	5,097	162,462	3,675
13 Manchester Lighting & Heating Co.....	6,468	49	6,330	950
14 Washington Gas Light Co. of Montgomery Co.....	20,550	677	16,692	1,823
15 *Northern Natural Gas Co.....	202,740	4,156	177,408	4,264
16 *West Virginia & Maryland Gas Co. of Maryland.....	247,453	1,929	205,350	4,120
17 *West Virginia & Maryland Gas Co. of West Virginia.....	3,527,018	45,287	3,522,494	125,562

TITLE OF CORPORATION.	DETAILS OF ASSETS—Continued.			DETAILS OF LIABILITIES
	Unex-tinguished Discount on Securities.	Reacquired Securities.	Sundries.	Capital Stock.
	14	15	16	17
1 Annapolis Public Utilities Co.....		\$1,034	\$149	\$172,700
2 Cambridge Gas, Electric Light & Power Co.....	\$4,019		362	100,000
3 Chestertown Gas Co.....			66	15,000
4 Citizens Gas Co.....				65,000
5 Consolidated Gas Electric Light & Power Co.....	1,043,301		3,329,802	14,385,800
6 Consolidated Public Utilities Co.....				35,540
7 Crisfield Light & Power Co.....				30,000
8 Elkton Gas Light Co.....				16,080
9 Georgetown Gas Light Co. of Montgomery Co.....				10,000
10 Hagerstown Light & Heat Co.....	34,443			200,000
11 Havre de Grace Gas Co.....				50,000
12 Hyattsville Gas & Electric Co.....				86,000
13 Manchester Lighting & Heating Co.....				5,380
14 Washington Gas Light Co. of Montgomery Co.....			50	10,000
15 *Northern Natural Gas Co.....			733	100,000
16 *West Virginia & Maryland Gas Co. of Maryland.....				20,000
17 *West Virginia & Maryland Gas Co. of West Virginia.....		4,000	230	2,000,000

* Natural Gas Companies.

NOTE—Deficit, loss and other reverse items in this table are printed in bold type.

No. 34.

OF ASSETS, THE TOTAL AMOUNT OF LIABILITIES AND THE SURPLUS ON JUNE 30, 1917, AND THE CLASSIFICATION AND LIABILITIES.

TOTALS—Continued.		DETAILS OF ASSETS.						
SURPLUS OR DEFICIT.								
Total Amount June 30, 1917.	Increase Over Preceding Year.	Cost of Plant.	Cash.	Bills and Accounts Receivable.	Materials and Supplies.	Invest- ments.	Sinking Fund and Optional Reserves.	Special Deposits and Pre- payments.
5	6	7	8	9	10	11	12	13
\$390	\$141	\$399,944	\$3,163	\$15,818	\$6,034	.....	\$27,126	\$2,603
17,439	3,719	310,047	297	25,785	.....	.....	.....	216
12,716	2,080	72,228	.....	20	1,955	.....	.....	.....
2,888	1,491	188,189	1,382	6,802	5,440	.....	.....	.....
1,562,244	140,675	47,068,508	1,502,033	1,000,755	1,316,974	2,482,966	75,532	780,254
.....	14,436	116,124	306	7,153	4,922	.....	.....	237
626	902	70,060	25	2,174	3,560	.....	.....	.....
2,575	509	24,890	.....	994	620	.....	.....	.....
1,912	1,467	98,330	328	2,495	.....	.....	.....	25
32,951	12,892	481,695	17,425	9,672	12,561	.....	.....	305
19,847	2,713	110,713	11	462	1,355	.....	.....	55
42,571	1,422	186,491	1,040	12,801	3,549	.....	.....	1,151
138	901	5,380	88	.....	50	.....	950	.....
3,858	1,146	14,809	4,564	1,127	.....	.....	.....	.....
25,332	108	194,041	7,001	964	.....	.....	.....	.....
42,103	6,049	245,466	.....	1,987	.....	.....	.....	.....
4,524	80,275	3,151,650	76,450	64,624	56	230,000	.....	.....

DETAILS OF LIABILITIES—Continued.

Funded Debt.	Taxes Accrued and Unpaid.	Interest Accrued on Funded and Other Debt.	Bills and Accounts Payable.	Dividends Payable.	Consumers' Deposits.	Sinking Fund and Optional Reserves.	Reserve for Depre- ciation and Amortisa- tion.	Sundries.
18	19	20	21	22	23	24	25	26
\$199,500	\$543	\$3,863	\$17,369	.....	\$2,462	\$51,837	\$6,908	.....
161,000	1,679	805	45,375	.....	76	888	8,012	\$5,452
17,000	.....	.....	54,986	.....	.....	.....	.....	.....
120,000	1,626	.....	3,607	.....	.....	2,850	5,843	.....
37,827,515	.....	682,005	1,955,142	\$288,177	27,728	683,726	1,187,647	.....
50,000	.....	537	14,307	.....	40	.....	27,844	.....
30,000	.....	.....	16,446	.....	.....	.....	.....	.....
6,000	.....	.....	1,135	.....	.....	.....	.....	715
.....	.....	.....	90,631	.....	2,460	.....	.....	.....
291,000	2,207	6,386	4,542	.....	8,036	1,843	12,951	599
50,000	115	6,446	25,883	.....	.....	.....	.....	.....
.....	.....	87	72,064	.....	3,590	1,825	.....	1,104
.....	.....	.....	.....	.....	.....	950	.....	.....
.....	.....	.....	6,246	.....	445	.....	.....	.....
.....	.....	.....	11,017	.....	234	34,059	32,097	.....
.....	.....	.....	10,047	.....	1,865	73,050	100,386	.....
300,000	.....	4,499	458,297	.....	19,803	.....	725,149	15,037

TABLE

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN THE AMOUNT OF GROSS NET INCOME AND THE SURPLUS FROM THE

TITLE OF CORPORATION.	TOTALS.			
	Gross Income from all Sources.	Deductions from Gross Income.	Net Income.	Appropriations from Net Income.
	1	2	3	4
1 Annapolis Public Utilities Co.....	\$88,010	\$75,351	\$12,659	\$12,800
2 Cambridge Gas, Electric Light & Power Co.....	60,225	57,861	2,364	6,083
3 Chestertown Gas Co.....	7,113	9,193	2,080	
4 Citizens Gas Co.....	36,345	32,004	4,341	2,850
5 Consolidated Gas Electric Light & Power Co.....	8,511,032	6,164,611	2,346,421	2,205,746
6 Consolidated Public Utilities Co.....	26,514	18,671	7,843	22,279
7 Crisfield Light & Power Co.....	13,900	14,802	902	
8 Elkton Gas Light Co.....	5,466	4,736	730	221
9 Georgetown Gas Light Co. of Montgomery Co.....	22,482	23,949	1,467	
10(a) Hagerstown & Frederick Ry. Co. (Electric and Gas Depts.)	247,937	139,738	108,199	
11 Hagerstown Light & Heat Co.....	86,119	69,427	16,692	3,800
12 Havre de Grace Gas Co.....	9,174	11,887	2,713	
13 Hyattsville Gas & Electric Co.....	45,987	36,296	9,691	8,269
14 Manchester Lighting & Heating Co.....	1,016	967	49	950
15 Washington Gas Light Co. of Montgomery Co.....	11,238	9,491	1,747	601
16 *Northern Natural Gas Co.....	33,879	21,256	12,623	12,731
17 *West Virginia & Maryland Gas Co. of Maryland.....	75,404	57,940	17,464	11,415
18 *West Virginia & Maryland Gas Co. of West Virginia.....	429,573	271,680	157,893	238,168

TITLE OF CORPORATION.	DEDUCTIONS FROM GROSS INCOME—Continued.			
	OPERATING EXPENSES, GAS—Cont.			OTHER DEDUCTIONS
	Transmission and Distribution.	Commercial.	General.	Taxes.
	14	15	16	17
1 Annapolis Public Utilities Co.....	\$724	\$1,884	\$2,313	\$4,114
2 Cambridge Gas, Electric Light & Power Co.....	502	1,023	2,742	2,486
3 Chestertown Gas Co.....			6	94
4 Citizens Gas Co.....	1,124	201	5,551	2,600
5 Consolidated Gas Electric Light & Power Co.....	230,994	248,804	237,800	679,193
6 Consolidated Public Utilities Co.....	275		907	206
7 Crisfield Light & Power Co.....	861	814	1,793	555
8 Elkton Gas Light Co.....	180	269	22	108
9 Georgetown Gas Light Co. of Montgomery Co.....	3,814	998	2,874	620
10(a) Hagerstown & Frederick Ry. Co. (Electric and Gas Depts.)	1,961	1,569	3,457	
11 Hagerstown Light & Heat Co.....	5,947	7,411	9,104	2,730
12 Havre de Grace Gas Co.....	964	666	1,014	792
13 Hyattsville Gas & Electric Co.....	1,740	4,033	3,745	2,780
14 Manchester Lighting & Heating Co.....				93
15 Washington Gas Light Co. of Montgomery Co.....	250	364	637	235
16 *Northern Natural Gas Co.....	5,675		2,789	2,260
17 *West Virginia & Maryland Gas Co. of Maryland.....	17,867		11,296	3,228
18 *West Virginia & Maryland Gas Co. of West Virginia.....	91,115		40,460	15,318

(a) See Electric Railway Table No. 21.

* Natural Gas Companies.

NOTE—Deficit, loss and other reverse items in this table are printed in bold type.

No. 35.

INCOME FROM ALL SOURCES, THE DEDUCTIONS FROM GROSS INCOME, THE NET INCOME, THE APPROPRIATIONS FROM OPERATIONS OF THE YEAR ENDED JUNE 30, 1917.

TOTALS Continued.	DISTRIBUTION OF INCOME.			DEDUCTIONS FROM GROSS INCOME.				
				OPERATING EXPENSES, ELECTRIC.				OPERATING EXPENSES, GAS.
	Surplus or Deficit.	Operating Revenue, Electric.	Operating Revenue, Gas.	Non- Operating Revenue.	Production.	Transmis- sion and Distribu- tion.	Utilisation and Commercial.	General.	Production.
5	6	7	8	9	10	11	12	13
\$141	\$40,434	\$47,576		\$25,420	\$1,674	\$2,317	\$2,317	\$23,582
3,719	42,498	17,727		22,459	2,894	2,623	5,131	7,910
2,080		7,113						5,922
1,491		36,330	\$15					13,744
140,675	4,768,470	3,709,995	32,567	1,214,945	397,831	281,276	280,997	908,325
14,436	14,184	12,079	252	4,377	1,750	639	1,494	5,654
902		13,900						8,697
509		5,466						3,736
1,467		22,482						11,215
108,199	203,954	31,289	12,693	78,700	10,747	12,990	17,882	12,432
12,892		85,754	365					28,907
2,713		9,122	52					5,003
1,422		45,987						19,498
901		1,016						874
1,146		11,153	85					7,992
108		33,879						9,926
6,049		75,404						23,564
80,275		429,573						94,542

DEDUCTIONS FROM GROSS INCOME—Continued.				APPROPRIATIONS FROM NET INCOME.			
OTHER DEDUCTIONS—Continued.							
Uncollectible Bills.	Interest on Funded Debt.	Interest on Unfunded Debt.	Miscellan- eous.	Amortisation and Depreciation of Plant.	Sinking Fund and Optional Reserves.	Dividends Declared.	Sundries.
18	19	20	21	22	23	24	25
	\$10,715	\$582	\$292	\$4,174	\$1,720	\$6,908	2
\$325	9,570		194			6,750	667
	850	2,309	12				
1,437	7,200	147				2,850	
12,223	1,631,784	40,439		600,000	300,000	1,305,746	
	2,500	572	203	22,279			
83	1,800	198					
	360	61					221
		4,428					
641	14,550	25	109	3,800			
41	2,500	907					
300	4,200					7,740	530
					950		
		13				600	1
		607		4,731		8,000	
		1,985		11,415			
568	20,250	9,426		93,168		145,000	

TABLE No. 36.

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN THE TOTAL FUNDED DEBT AND CAPITAL STOCK OUTSTANDING ON JUNE 30, 1917 (EXCLUSIVE OF SUCH FUNDED DEBT AND CAPITAL STOCK AS ARE HELD BY THE ISSUING CORPORATION), THE RATE PER CENT. AND DATES OF PAYMENT OF INTEREST ON FUNDED DEBT, AND THE RATE PER CENT. AND AMOUNT OF DIVIDENDS DECLARED ON CAPITAL STOCK.

TITLE OF CORPORATION.	FUNDED DEBT.					COMMON STOCK.				PREFERRED STOCK.		
	Description.	Date.	Term of Years.	Amount Outstanding.	Rate Per Cent.	Interest Dates Payable.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.	Amount Outstanding.	Dividends Declared During Year.	Rate Per Cent.
1	Annapolis Public Utilities Co.	1891	20	\$80,000	6	J. & J.	\$172,700	\$6,908	4	0	0	0
2	Cambridge Gas, Electric Lt. & Power Co.	1903	50	119,500	5	A. & O.	0	0	0	0	0	0
3	Chestertown Gas Co.	1916	30	161,000	6	J. & D.	100,000	6,750	6½	0	0	0
4	Citizens Gas Co.	1912	35	17,000	5	A. & O.	15,000	0	0	0	0	0
5	Consolidated Gas Electric Lt. & P. Co.	1915	50	120,000	6	J. & J.	65,000	0	0	0	0	0
	General	1905	30	15,000,000	4½	J. & J.	14,385,800	1,079,158	8	0	(a) 226,588	8
	Debenture	1913	0	399,515	5	M. & N.	0	0	0	0	0	0
	Gold Notes	1916	5	8,500,000	5	M. & N.	0	0	0	0	0	0
	Consols	1889	50	3,400,000	5	J. & J.	0	0	0	0	0	0
	General	1904	50	6,100,000	4½	A. & O.	0	0	0	0	0	0
6	United Electric Light & Power Co.	1899	30	4,428,000	4½	M. & N.	0	0	0	0	0	0
	1st Mtge.	1904	20	20,000	5	J. & J.	35,540	0	0	0	0	0
	Mortgage	1908	30	30,000	6	A. & O.	0	0	0	0	0	0
	1st Mtge.	1911	20	30,000	6	July 1st	30,000	0	0	0	0	0
	Gen'l Mtge.	1915	5	6,000	6	J. & D.	16,080	0	0	0	0	0
7	Co.	0	0	0	0	0	10,000	0	0	0	0	0
8	1st Mtge.	1912	50	291,000	5	F. & A.	200,000	0	0	0	0	0
9	1st Mtge.	1908	30	50,000	5	M. & S.	50,000	0	0	0	0	0
10	Co.	0	0	0	0	0	86,000	7,740	9	0	0	0
11	Co.	0	0	0	0	0	5,380	0	0	0	0	0
12	Co.	0	0	0	0	0	10,000	600	6	0	0	0
13	Co.	0	0	0	0	0	100,000	8,000	8	0	0	0
14	Co.	0	0	0	0	0	20,000	0	0	0	0	0
15	Co.	0	0	0	0	0	2,000,000	145,000	7½	0	0	0
16	Co.	0	0	0	0	0	0	0	0	0	0	0
17	Co.	0	0	0	0	0	0	0	0	0	0	0

* Natural Gas Companies.

(a) The Consolidated Gas Electric Light & Power Company retired during the year ended June 30, 1917, Preferred Stock outstanding \$4,103,754. See Public Service Commission Order No. 3132.

The dividends accumulated at time of retirement and paid by the company amounted to \$226,588.42.

TABLE

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN VARIOUS OPERATING
0—NONE; *—ABSENCE

TITLE OF CORPORATION.		PRODUCTION PLANT, ETC.			
		Number of Benches.	Number of Retorts.	Number of Water Gas Sets.	Number of Holders.
		1	2	3	4
1	Annapolis Public Utilities Co.....	6	36	0	2
2	Cambridge Gas, Electric Light & Power Co.....	3	17	0	2
3	Chestertown Gas Co.....	0	0	1	1
4	Citizens Gas Co.....	0	0	2	2
5	Consolidated Gas Electric Light & Power Co.....	0	0	10	14
6	Consolidated Public Utilities Co.....	3	12	0	1
7	Crisfield Light & Power Co.....	0	0	1	1
8	Elkton Gas Light Co.....	2	6	0	1
9 (a)	Georgetown Gas Light Co. of Montgomery Co.....	0	0	0	0
10	Hagerstown & Frederick Ry. Co. (Elec. & Gas Depts.)	0	0	2	2
11	Hagerstown Light & Heat Co.....	0	0	2	2
12	Havre de Grace Gas Co.....	0	0	1	1
13	Hyattsville Gas & Electric Co.....	4	24	0	1
14 (b)	Manchester Lighting & Heating Co.....	0	0	0	0
15 (a)	Washington Gas Light Co. of Montgomery Co.....	0	0	0	0
16	*Northern Natural Gas Co.....	0	0	0	0
17	*West Virginia & Maryland Gas Co. of Maryland.....	0	0	0	0
18	*West Virginia & Maryland Gas Co. of West Virginia.	0	0	0	0

TITLE OF CORPORATION.		QUANTITIES MADE, BOUGHT AND SOLD DURING THE YEAR—Continued.			
		SOLD.			
		Coal Gas, M. Cub. Ft.	Water Gas, M. Cub. Ft.	Mixed Gas, M. Cub. Ft.	Natural Gas, M. Cub. Ft.
		13	14	15	16
1	Annapolis Public Utilities Co.....	25,281	0	0	0
2	Cambridge Gas, Electric Light & Power Co.....	13,738	0	0	0
3	Chestertown Gas Co.....	0	*	0	0
4	Citizens Gas Co.....	0	26,531	0	0
5	Consolidated Gas Electric Light & Power Co.....	0	0	5,115,365	0
6	Consolidated Public Utilities Co.....	7,651	0	0	0
7	Crisfield Light & Power Co.....	0	10,530	0	0
8	Elkton Gas Light Co.....	3,148	0	0	0
9 (a)	Georgetown Gas Light Co. of Montgomery Co.....	22,438	0	0	0
10	Hagerstown & Frederick Ry. Co. (Elec. & Gas Depts.)	0	24,186	0	0
11	Hagerstown Light & Heat Co.....	0	75,435	0	0
12	Havre de Grace Gas Co.....	0	6,174	0	0
13	Hyattsville Gas & Electric Co.....	25,895	0	0	0
14 (b)	Manchester Lighting & Heating Co.....	0	0	6,500	0
15 (a)	Washington Gas Light Co. of Montgomery Co.....	0	0	12,788	0
16	*Northern Natural Gas Co.....	0	0	0	111,040
17	*West Virginia & Maryland Gas Co. of Maryland.....	0	0	0	329,958
18	*West Virginia & Maryland Gas Co. of West Virginia.	0	0	0	1,467,997

(a) Distributing Company, does not manufacture.

(b) Makes acetylene gas.

* Natural Gas Companies.

No. 37.

STATISTICS FOR THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS FOLLOWS; OF REQUIRED FIGURES.

PRODUCTION PLANT, ETC. —Continued.	DAILY CAPACITY OF PLANT.		QUANTITIES MADE, BOUGHT AND SOLD DURING THE YEAR.				
			MADE.			BOUGHT.	
Capacity of Holders, Cub. Ft.	Coal Gas, M. Cub. Ft.	Water Gas, M. Cub. Ft.	Coal Gas, M. Cub. Ft.	Water Gas, M. Cub. Ft.	Natural Gas, M. Cub. Ft.	Coal Gas, M. Cub. Ft.	Natural Gas, M. Cub. Ft.
5	6	7	8	9	10	11	12
85,000	225	0	31,824	0	0	0	0
30,000	75	0	13,738	0	0	0	0
25,000	0	120	0	*	0	0	0
60,000	0	300	0	27,976	0	0	0
13,400,000	0	26,000	0	2,651,603	0	2,697,773	0
33,000	24	0	*	0	0	0	0
20,000	0	50	0	12,000	0	0	0
15,000	35	0	3,313	0	0	0	0
0	0	0	0	0	0	22,438	0
46,424	0	150	0	29,864	0	0	0
330,000	0	930	0	89,983	0	0	0
20,000	0	100	0	*	0	0	0
60,000	180	0	28,367	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	12,788	0
0	0	0	0	0	0	0	111,040
0	0	0	0	0	0	0	329,958
0	0	0	0	0	0	0	1,467,997

TRANSMISSION AND DISTRIBUTION MAINS, LENGTH IN FEET.			CONSUMERS.			
Above 12 Inches in Diameter.	Above 4 Inches but not above 12 Inches.	Above ½ Inch but not above 4 Inches.	Number of Street Lamps.	Price Per Year.	Number of Private Consumers.	Number of Meters in Service.
17	18	19	20	21	22	23
0	1,798	57,413	0	0	1,414	1,414
0	2,450	215,346	0	0	991	991
0	3,306	8,955	0	0	357	357
0	8,278	144,716	0	0	1,556	1,556
565,815	1,342,219	2,347,196	12,535	650	132,503	132,503
0	3,000	22,000	0	0	598	559
0	0	48,343	0	0	556	556
*	*	*	0	0	*	*
0	96,051	90,627	0	0	450	511
0	10,116	62,564	0	0	1,517	1,517
0	53,840	115,538	0	0	4,063	4,063
0	2,610	23,126	0	0	463	463
0	35,743	97,845	0	0	1,350	1,350
0	0	6,600	31	*	52	52
0	5,878	20,440	0	0	359	369
0	79,857	68,898	0	0	723	723
0	80,698	352,100	0	0	3,274	3,274
0	153,908	362,332	0	0	6,101	6,077

TABLE No. 38.

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN THE CASUALTIES OCCURRING DURING THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS FOLLOWS: 0—None.

TITLE OF CORPORATION	ELECTRIC EMPLOYEES.						GAS EMPLOYEES.						Total Em- ployees.		Persons Other Than Em- ployees.		All Persons.					
	Power House.		Line.		Shop.		Other.		Works.		Street Dept.		Other.		Killed.		Injured.		Killed.		Injured.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Utilities Co., Elec. Lt. & P. Co. Co.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Consol Gas Elec. Lt. & P. Co., Consolidated Public Utilities Co., Crisfield Light & Power Co.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Co. (D.) Co.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

* Natural Gas Companies.

TABLE No. 39.

SHOWING FOR EACH OF THE WATER CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF LIABILITIES AND OF SURPLUS, ON JUNE 30, 1917, AND THE TOTAL AMOUNT OF GROSS INCOME, THE DEDUCTIONS FROM GROSS INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917, AND THE INCREASES OR DECREASES FROM THE PRECEDING YEAR. * ABSENCE OF REQUIRED FIGURES.

TITLE OF CORPORATION.	TOTALS											
	ASSETS.			LIABILITIES.			SURPLUS OR DEFICIT.			GROSS INCOME.		
	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Net Income.
	1	2	3	4	5	6	7	8	9	10	11	12
1 Artesian Water Co.	\$126,390	\$2,596	\$121,054	\$174	\$4,745	\$2,422	\$9,249	\$422	\$6,820	\$401	\$2,423	\$1
2 Baltimore County Water & Electric Co.	2,591,620	586,965	2,131,521	284,346	480,108	284,619	205,545	21,182	139,494	8,009	67,051	13,113
3 Bel Air Water & Light Co.	100,493	408	107,357	407	6,864	2	5,563	383	5,093	550	130	833
4 Boonsboro Water Co.	32,566	410	30,286	148	2,270	262	2,006	361	1,443	94	502	455
5 Braddock Heights Water Co.	26,805	128	24,914	183	1,981	55	1,868	247	1,803	257	55	10
6 L. & W. Co.	181,808	13,402	176,710	9,600	5,168	3,802	24,321	4,702	20,752	3,090	3,569	1,612
7	3,099	68	2,626	55	473	123	147	69	24	20	123	49
8 Delmar Water Co.	204,843	1,192	211,205	9,280	6,362	8,094	13,069	636	13,967	548	898	1,063
9 Dorchester Water Co.	78,660	4,611	80,753	4,551	2,093	60	4,626	912	4,396	852	230	60
10 Ellicott City Water Co.	120,005	1,063	119,270	1,262	735	631	23,077	1,192	14,902	2,033	8,176	341
11 Emmittsburg Water Co.	27,065	980	15,000	278	1,836	573	2,489	503	3,062	13	1,962	516
12 Frostburg Water Co.	16,531	147	11,950	147	4,581	702	3,511	109	1,489	57	147	106
13 Havre de Grace Water Co.	128,689	1,066	125,666	512	3,023	1,066	7,146	2,733	7,063	186	83	2,545
14 Lonsaconing Water Co.	136,646	1,353	108,313	643	28,333	1,865	8,818	1,449	4,853	848	3,965	2,267
15 Mechanicstown Water Co.	19,964	34	12,000	643	7,964	677	3,512	167	1,005	240	2,507	407
16 Midland-Elk Lack Water Co.	72,431	1,282	69,950	1,000	2,481	282	3,481	135	3,199	224	282	89
17 Mountain Lake Water & Light Co.	23,412	68	60,723	441	37,311	510	3,639	303	3,452	430	187	127
18	31,292	4	10,216	6	21,076	2	5,619	165	2,473	875	3,145	449
19	20,004	1,039	16,690	132	3,314	1,172	2,183	60	787	167	1,406	247
20	30,902	902	30,740	740	162	102	562	*	400	*	162	*
21 (a) Roland Park Water Co.	282,244	28,876	272,476	30,162	9,708	1,286	39,143	575	27,473	1,072	11,670	497
22 Suburban Water Co.	247,473	3,195	244,704	5,428	2,700	2,233	22,951	2,527	19,932	326	3,019	2,852
23 Union Bridge Water Co.	27,744	610	23,501	625	4,183	16	3,509	147	2,310	522	1,280	609
24 Walkersville Water Co.	22,806	171	22,849	100	43	71	1,407	51	479	37	928	88
25 Washington County Water Co.	1,407,724	18,719	1,332,287	14,580	75,437	4,130	110,625	26,583	52,403	11,371	58,223	15,212

(a) First annual report.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type

TABLE No. 38.

SHOWING FOR EACH OF THE ELECTRIC LIGHT AND GAS CORPORATIONS NAMED THEREIN THE CASUALTIES OCCURRING DURING THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS FOLLOWS: 0—NONE.

TITLE OF CORPORATION.	ELECTRIC EMPLOYEES.						GAS EMPLOYEES.						Total Em- ployees.		Persons Other Than Em- ployees.		All Persons.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Power House.		Line.		Shop.		Other.		Works.	Street Dept.	Shop.	Other.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.											Killed.	Injured.	Killed.	Injured.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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* Natural Gas Companies.

TABLE No. 39.

SHOWING FOR EACH OF THE WATER CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF LIABILITIES AND OF SURPLUS, ON JUNE 30, 1917, AND THE TOTAL AMOUNT OF GROSS INCOME, THE DEDUCTIONS FROM GROSS INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917, AND THE INCREASES OR DECREASES FROM THE PRECEDING YEAR. * ABSENCE OF REQUIRED FIGURES.

TITLE OF CORPORATION.		ASSETS.		LIABILITIES.		SURPLUS OR DEFICIT.		GROSS INCOME.		DEDUCTIONS FROM GROSS INCOME.		NET INCOME.	
		Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
		1	2	3	4	5	6	7	8	9	10	11	12
1	Artesian Water Co.	\$126,399	\$2,596	\$121,654	\$174	\$4,745	\$2,422	\$9,249	\$2,422	\$6,826	\$401	\$2,423	\$1
2	Baltimore County Water & Electric Co.	2,591,029	586,965	2,131,521	298,346	460,108	288,619	205,545	21,182	138,494	8,069	67,051	13,113
3	Bel Air Water & Light Co.	100,493	409	107,357	407	6,884	2	5,503	383	5,693	550	130	833
4	Boonsboro Water Co.	32,566	410	30,296	148	2,270	262	2,008	361	1,443	94	502	455
5	Brooklyn Heights Water Co.	26,895	128	24,914	183	1,981	55	1,858	247	1,803	257	65	10
6	Brooklyn & Curtis Bay L. & W. Co.	181,865	13,402	176,710	9,600	5,158	3,802	24,321	4,702	20,752	3,090	3,509	1,612
7	Burkittsville Water Co.	3,099	68	2,626	56	473	123	147	68	24	20	123	49
8	Consolidated Public Utilities Co., W. D.	204,843	1,192	211,205	9,288	6,382	8,094	13,069	536	13,957	548	898	1,063
9	Delmar Water Co.	78,660	4,611	80,753	4,551	2,083	60	4,626	912	4,398	852	230	60
10		120,005	1,883	119,270	1,252	735	631	23,077	1,192	14,902	2,033	8,175	241
11 (a)		27,005	*	45,865	*	18,860	573	2,489	*	3,062	*	573	*
12		17,436	980	15,600	278	1,836	702	3,511	503	1,549	13	1,962	516
13		16,531	147	11,950	...	4,581	147	1,342	109	1,489	57	147	106
14		128,689	1,086	125,696	...	3,023	1,086	7,140	2,733	7,063	188	83	2,546
15		136,046	1,353	106,313	612	28,333	1,865	8,818	1,449	4,853	848	3,965	2,297
16		19,964	34	12,000	643	7,964	677	3,512	167	1,005	240	2,507	467
17	Co.	72,431	1,282	69,950	1,000	2,481	282	3,481	135	3,199	224	282	39
18	Light Co.	23,412	68	60,723	441	37,311	610	3,639	303	3,452	430	187	127
19		31,292	4	10,216	6	21,076	2	5,619	105	2,473	575	3,145	646
20		20,004	1,039	16,690	132	3,314	1,172	2,193	60	787	187	1,406	247
21 (a)		30,902	112	30,740	740	3,162	162	562	*	400	*	162	*
22		282,244	28,870	272,476	30,102	9,768	1,286	39,143	875	27,473	1,072	11,670	497
23		247,473	3,195	244,704	5,428	2,769	2,233	22,951	2,527	19,932	325	3,019	2,852
24		27,744	610	23,501	625	4,183	15	3,599	147	2,310	522	1,289	669
25	Walkersville Water Co.	22,806	171	22,649	100	43	71	1,407	51	470	37	928	88
26	Washington County Water Co.	1,407,724	18,719	1,332,287	14,580	75,437	4,130	110,625	26,583	52,402	11,371	58,223	15,312

(a) First annual report.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE

SHOWING FOR EACH OF THE WATER CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT OF ASSETS, THE TOTAL ASSETS AND LIABILITIES.

TITLE OF CORPORATION.		TOTALS.			
		ASSETS.		LIABILITIES.	
		Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
		1	2	3	4
1	Artesian Water Co.....	\$126,399	\$2,596	\$121,654	\$174
2	Baltimore County Water & Electric Co.....	2,591,629	586,965	2,131,521	298,346
3	Bel Air Water & Light Co.....	100,493	409	107,357	407
4	Boonsboro Water Co.....	32,566	410	30,296	148
5	Braddock Heights Water Co.....	26,895	128	24,914	183
6	Brooklyn & Curtis Bay Light & Water Co.....	181,868	13,402	176,710	9,600
7	Burkittsville Water Co.....	3,099	68	2,626	55
8	Consolidated Public Utilities Co., Water Dept.....	204,843	1,192	211,205	9,286
9	Delmar Water Co.....	78,660	4,611	80,753	4,551
10	Dorchester Water Co.....	120,005	1,883	119,270	1,252
11 (a)	Ellicott City Water Co.....	27,065	*	45,895	*
12	Emmitsburg Water Co.....	17,436	980	15,600	278
13	Frostburg Water Co.....	16,531	147	11,950	.....
14	Havre de Grace Water Co.....	128,689	1,086	125,666	.....
15	Lonaconing Water Co.....	136,646	1,353	108,313	512
16	Mechanicstown Water Co.....	19,964	34	12,000	643
17	Midland-Elk Lick Water Co.....	72,431	1,282	69,950	1,000
18	Mountain Lake Water & Light Co.....	23,412	68	60,723	441
19	Perryville Water Co.....	31,292	4	10,216	6
20	Port Deposit Water Co.....	20,004	1,039	16,690	132
21 (a)	Rognel Heights Water Co.....	30,902	902	30,740	740
22	Roland Park Water Co.....	282,244	28,876	272,476	30,162
23	Suburban Water Co.....	247,473	3,195	244,704	5,428
24	Union Bridge Water Co.....	27,744	610	23,561	625
25	Walkersville Water Co.....	22,806	171	22,849	100
26	Washington County Water Co.....	1,407,724	18,719	1,332,287	14,580

TITLE OF CORPORATION.		DETAILS OF ASSETS —Continued.		DETAILS OF LIABILITIES.	
		Unextin- guished Discount on Securities.	Sundries.	Capital Stock.	Funded Debt.
		14	15	16	17
1	Artesian Water Co.....	.....	.....	\$50,050	\$70,000
2	Baltimore County Water & Electric Co.....	\$57,077	\$890	390,000	925,000
3	Bel Air Water & Light Co.....	.....	.....	49,500	48,800
4	Boonsboro Water Co.....	.....	.....	10,000	10,000
5	Braddock Heights Water Co.....	.....	32	8,500	9,500
6	Brooklyn & Curtis Bay Light & Water Co.....	.....	.....	100,000	50,000
7	Burkittsville Water Co.....	.....	.....	2,110	.....
8	Consolidated Public Utilities Co., Water Dept.....	.....	.....	102,000	85,000
9	Delmar Water Co.....	2,427	.....	35,000	30,000
10	Dorchester Water Co.....	.....	.....	103,970	.....
11 (a)	Ellicott City Water Co.....	.....	.....	25,000	20,000
12	Emmitsburg Water Co.....	.....	.....	12,000	.....
13	Frostburg Water Co.....	.....	.....	9,950	.....
14	Havre de Grace Water Co.....	.....	.....	75,000	50,000
15	Lonaconing Water Co.....	.....	.....	70,000	32,500
16	Mechanicstown Water Co.....	.....	.....	9,500	.....
17	Midland-Elk Lick Water Co.....	22,714	.....	41,500	27,000
18	Mountain Lake Water & Light Co.....	.....	.....	42,500	13,000
19	Perryville Water Co.....	.....	.....	10,200	.....
20	Port Deposit Water Co.....	.....	.....	10,000	5,250
21 (a)	Rognel Heights Water Co.....	.....	.....	15,000	15,000
22	Roland Park Water Co.....	.....	1,127	50,000	180,000
23	Suburban Water Co.....	.....	35,000	100,000	51,000
24	Union Bridge Water Co.....	.....	.....	11,745	10,000
25	Walkersville Water Co.....	.....	.....	20,000	.....
26	Washington County Water Co.....	74,264	.....	870,000	345,000

(a) First annual report.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 40.

AMOUNT OF LIABILITIES, THE TOTAL AMOUNT OF SURPLUS ON JUNE 30, 1917, AND THE CLASSIFICATION OF SUCH
* ABSENCE OF REQUIRED FIGURES.

TOTALS—Continued.		DETAILS OF ASSETS.						
SURPLUS OR DEFICIT.								
Total Amount June 30, 1917.	Increase Over Preceding Year.	Cost of Plant.	Cash.	Bills and Accounts Receivable.	Materials and Supplies.	Invest- ments.	Sinking Funds.	Special Deposits and Pre- payments.
5	6	7	8	9	10	11	12	13
\$4,745	\$2,422	\$120,179	\$1,698	\$2,489	\$2,033			
460,108	288,619	2,205,092	10,640	54,312	2,945	\$250,717	\$519	\$9,436
6,864	2	100,205	83	13	191			
2,270	262	25,544	29	492		5,850	650	
1,981	55	26,745	5	91	22			
5,158	3,802	179,300	1,502	821	244			
473	123	2,935	106	57				
6,362	8,094	193,845	462	4,213	197	7,000		50
2,093	60	72,820	153	1,482	1,456			24
735	631	108,422	353	11,233				
18,830	*	25,511	370	809	375			
1,836	702	14,602	1,320	1,331	183			
4,581	147	15,000	114	1,342	75			
3,023	1,086	125,229	10	3,150	300			
28,333	1,865	129,184	437	1,842	92	5,000		90
7,964	677	17,431	1,979	469	85			
2,481	282	45,300	255	713	42	3,325		81
37,311	510	22,500	2	584	325			
21,076	2	29,382	1,059	852				
3,314	1,172	17,068	1,087	770			1,000	
162	162	30,320	125	312	145			
9,768	1,286	248,235	2,191	11,206	2,334		13,301	3,850
2,769	2,233	205,334	284	5,829	225		350	450
4,183	15	26,096	556	1,092				
43	71	22,717	23	112				
75,437	4,139	969,841	328,702	19,979	1,670			13,267

DETAILS OF LIABILITIES—Continued.

Interest on Funded and Other Debt.	Taxes Accrued.	Bills and Accounts Payable.	Customers' Deposits.	Dividends Payable.	Sundries.	Sinking Fund and Optional Reserves.	Reserve for Depreciation.
18	19	20	21	22	23	24	25
		\$1,053	\$294			\$257	
\$7,905		31,016	36,887	\$7,800	\$470,216	372	\$261,303
737	\$118	8,202					
		10,101			175		
182		6,731					
3,227		6,363	10,120				7,000
		516					
1,006		6,579				224	16,395
3,609		11,486					658
15,300							
345		550					
		3,000					600
		2,000					
667							
812							5,000
							2,500
450		1,000					
1,670	1,024	2,529					
		16					
105	18	45				1,038	234
125	2	607					
700		11,312	4,150		87		25,226
1,443		41,250				3,905	12,105
				43			1,772
							2,850
7,038		5,575	10,635			15,595	78,443

TABLE

SHOWING FOR EACH OF THE WATER CORPORATIONS NAMED THEREIN THE GROSS INCOME FROM ALL SOURCES, SURPLUS FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS

TITLE OF CORPORATION.		TOTALS.			
		Gross Income from All Sources.	Increase Over Preceding Year.	Deductions from Gross Income.	Increase Over Preceding Year.
		1	2	3	4
1	Artesian Water Co.....	\$9,249	\$422	\$6,826	\$401
2	Baltimore County Water & Electric Co.....	205,545	21,182	138,494	8,069
3	Bel Air Water & Light Co.....	5,563	383	5,693	550
4	Boonsboro Water Co.....	2,006	361	1,443	94
5	Braddock Heights Water Co.....	1,858	247	1,803	257
6	Brooklyn & Curtis Bay Light & Water Co.....	24,321	4,702	20,752	3,090
7	Burkittsville Water Co.....	147	69	24	29
8	Consolidated Public Utilities Co., Water Dept.....	13,069	535	13,967	548
9	Delmar Water Co.....	4,628	912	4,396	852
10	Dorchester Water Co.....	23,077	1,192	14,902	2,033
11 (a)	Ellicott City Water Co.....	2,489	*	3,062	*
12	Emmitsburg Water Co.....	3,511	503	1,549	13
13	Frostburg Water Co.....	1,342	109	1,489	57
14	Havre de Grace Water Co.....	7,146	2,733	7,063	168
15	Lonaconing Water Co.....	8,818	1,449	4,853	848
16	Mechanicstown Water Co.....	3,512	167	1,005	240
17	Midland-Elk Lick Water Co.....	3,481	135	3,199	224
18	Mountain Lake Water & Light Co.....	3,639	303	3,452	430
19	Perryville Water Co.....	5,619	165	2,473	275
20	Port Deposit Water Co.....	2,193	60	787	187
21 (a)	Rognel Heights Water Co.....	582	*	400	*
22	Roland Park Water Co.....	39,143	575	27,473	1,072
23	Suburban Water Co.....	22,951	2,527	19,932	325
24	Union Bridge Water Co.....	3,599	147	2,310	522
25	Walkersville Water Co.....	1,407	51	479	37
26	Washington County Water Co.....	110,625	26,583	52,402	11,371

TITLE OF CORPORATION.		DEDUCTIONS FROM GROSS INCOME.			
		OPERATING EXPENSES.			
		Collecting and Pumping Systems.	Distribution.	Repairs.	General Expenses.
		13	14	15	16
1	Artesian Water Co.....	\$3,291	0	\$284	\$2,962
2	Baltimore County Water & Electric Co.....	37,442	\$1,682	9,411	30,630
3	Bel Air Water & Light Co.....	437	87	30	2,002
4	Boonsboro Water Co.....	0	8	75	319
5	Braddock Heights Water Co.....	344	74	155	472
6	Brooklyn & Curtis Bay Light & Water Co.....	10,680	3,537	340	2,454
7	Burkittsville Water Co.....	0	0	0	0
8	Consolidated Public Utilities Co., Water Dept.....	6,968	161	592	2,338
9	Delmar Water Co.....	880	0	42	0
10	Dorchester Water Co.....	7,406	242	232	3,087
11 (a)	Ellicott City Water Co.....	713	18	1,031	440
12	Emmitsburg Water Co.....	213	0	197	645
13	Frostburg Water Co.....	0	0	154	1,027
14	Havre de Grace Water Co.....	2,581	0	365	1,152
15	Lonaconing Water Co.....	184	378	75	2,138
16	Mechanicstown Water Co.....	5	0	127	556
17	Midland-Elk Lick Water Co.....	47	72	479	901
18	Mountain Lake Water & Light Co.....	0	0	359	1,139
19	Perryville Water Co.....	9	313	0	1,558
20	Port Deposit Water Co.....	134	0	8	255
21 (a)	Rognel Heights Water Co.....	53	0	0	219
22	Roland Park Water Co.....	9,390	368	1,138	5,956
23	Suburban Water Co.....	6,445	209	2,625	3,940
24	Union Bridge Water Co.....	1,016	52	66	439
25	Walkersville Water Co.....	0	62	182	58
26	Washington County Water Co.....	13,911	2,595	1,019	14,164

a First Annual Report.
NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 41.

THE DEDUCTIONS FROM GROSS INCOME, THE NET INCOME, THE APPROPRIATIONS FROM NET INCOME, AND THE SHOWN IN THIS TABLE INDICATE AS FOLLOWS: 0—NONE; * ABSENCE OF REQUIRED FIGURES.

TOTALS—Continued.						REVENUE.	
Net Income.	Increase Over Preceding Year.	Appropriations from Net Income.	Increase Over Preceding Year.	Surplus or Deficit.	Increase Over Preceding Year.	Operating Revenue.	Non-Operating Revenue.
5	6	7	8	9	10	11	12
\$2,423	\$1	0	0	\$2,423	\$1	\$9,249	0
67,051	13,113	\$14,056	\$16,470	22,995	3,357	191,308	\$14,237
130	933	133	9,909	3	8,976	5,563	0
562	455	300	100	262	355	1,568	438
55	10	0	0	55	10	1,629	229
3,569	1,612	0	534	3,569	2,146	24,222	99
123	49	0	0	123	49	147	0
898	1,083	7,196	6,691	8,094	7,774	12,052	1,017
230	60	170	658	60	718	4,626	0
8,175	841	8,806	889	631	48	23,035	42
573	*	0	0	573	*	2,297	192
1,962	516	1,260	0	702	516	3,511	0
147	166	0	0	147	166	1,342	0
83	2,545	1,169	1,169	1,086	3,714	7,146	0
3,965	2,297	2,100	2,097	1,865	200	8,818	0
2,507	407	1,830	938	677	531	3,512	0
282	89	0	0	282	89	3,481	0
187	127	323	5,359	510	5,232	3,639	0
3,145	440	3,148	201	2	239	5,594	25
1,406	247	234	966	1,172	1,213	2,193	0
162	*	0	0	162	162	562	0
11,670	497	12,956	5,826	1,286	6,324	38,394	749
3,019	2,852	5,252	2,782	2,233	7,234	22,878	76
1,289	669	1,304	2,232	16	1,562	3,597	2
928	88	1,000	2,749	72	2,837	1,407	0
58,223	15,212	54,084	95,954	4,139	111,166	97,665	12,960

DEDUCTIONS FROM GROSS INCOME—Continued.

NON-OPERATING EXPENSES.

APPROPRIATIONS FROM NET INCOME.

Taxes.	Uncollectible Bills.	Interest on Funded and Other Debt.	Miscellaneous.	Depreciation of Plant.	Sinking Fund and Optional Reserves.	Dividends.	Other Deductions.
17	18	19	20	21	22	23	24
\$289	0	0	0	0	0	0	0
11,293	\$904	\$47,130	0	\$27,464	0	\$15,600	\$992
175	0	2,962	0	0	0	0	133
49	0	992	0	0	0	300	0
55	0	932	0	0	0	0	0
551	0	3,190	0	0	0	0	0
17	0	5	\$2	0	0	0	0
489	0	3,322	95	7,196	0	0	0
125	229	2,750	370	0	0	0	170
2,700	480	752	0	1,529	0	7,278	0
161	10	690	0	0	0	0	0
313	0	180	0	300	0	960	0
57	89	120	42	0	0	0	0
964	0	2,000	0	0	0	0	1,169
328	93	1,657	0	0	0	2,100	0
317	0	0	0	500	0	1,330	0
174	138	1,387	0	0	0	0	0
346	98	810	698	0	0	0	322
593	0	0	0	281	0	2,856	11
59	13	317	0	234	0	0	0
2	0	125	0	0	0	0	0
1,677	42	8,584	319	7,367	0	5,000	588
846	5,536	0	330	2,273	\$1,755	0	1,224
137	0	600	0	600	0	705	0
175	0	57	0	0	0	1,000	0
5,409	0	13,878	1,424	9,640	0	42,959	1,485

TABLE

SHOWING FOR EACH OF THE WATER CORPORATIONS NAMED THEREIN VARIOUS STATISTICS RELATING TO THE
TABLE INDICATE AS FOLLOWS: 0—NONE

TITLE OF CORPORATION.	SUPPLY SYSTEM.		
	Number of Reservoirs and Stand Pipes.	Capacity in Gallons.	Number of Wells.
	1	2	3
1 Artesian Water Co.....	1	50,000	5
2 Baltimore County Water & Electric Co.....	10	95,363,000	14
3 Bel Air Water & Light Co.....	2	3,000,000	2
4 Boonsboro Water Co.....	2	225,000	0
5 Braddock Heights Water Co.....	4	408,000	1
6 Brooklyn & Curtis Bay Light & Water Co.....	3	*	9
7 Burkittsville Water Co.....	2	40,000	0
8 Consolidated Public Utilities Co., Water Dept.....	4	2,180,000	24
9 Delmar Water Co.....	1	97,290	4
10 Dorchester Water Co.....	1	143,000	5
11 Ellicott City Water Co.....	2	196,000	3
12 Emmitsburg Water Co.....	2	*	0
13 Frostburg Water Co.....	1	200,000	2
14 Havre de Grace Water Co.....	1	2,500,000	0
15 Lonaconing Water Co.....	2	7,000,000	2
16 Mechanicstown Water Co.....	2	200,000	0
17 Midland-Elk Lick Water Co.....	1	3,000,000	0
18 Mountain Lake Water & Light Co.....	5	3,100,000	0
19 Perryville Water Co.....	1	3,000,000	0
20 Port Deposit Water Co.....	1	70,000	1
21 Rognel Heights Water Co.....	6	168,500	0
22 Roland Park Water Co.....	4	1,446,278	39
23 Suburban Water Co.....	3	142,000	7
24 Union Bridge Water Co.....	1	425,000	1
25 Walkersville Water Co.....	1	500,000	0
26 Washington County Water Co.....	3	130,000,000	1

TITLE OF CORPORATION.	PUMPING SYSTEM—Continued.		
	Number of Water Wheels.	Rated Horse Power.	Number of Tons of Coal Used.
	12	13	14
1 Artesian Water Co.....	0	0	0
2 Baltimore County Water & Electric Co.....	2	400	3,335
3 Bel Air Water & Light Co.....	0	0	0
4 Boonsboro Water Co.....	0	0	0
5 Braddock Heights Water Co.....	0	0	0
6 Brooklyn & Curtis Bay Light & Water Co.....	0	0	0
7 Burkittsville Water Co.....	0	0	0
8 Consolidated Public Utilities Co., Water Dept.....	1	15	476
9 Delmar Water Co.....	0	0	0
10 Dorchester Water Co.....	0	0	0
11 Ellicott City Water Co.....	0	0	0
12 Emmitsburg Water Co.....	0	0	0
13 Frostburg Water Co.....	0	0	0
14 Havre de Grace Water Co.....	0	0	295
15 Lonaconing Water Co.....	0	0	0
16 Mechanicstown Water Co.....	0	0	0
17 Midland-Elk Lick Water Co.....	0	0	0
18 Mountain Lake Water & Light Co.....	0	0	0
19 Perryville Water Co.....	0	0	0
20 Port Deposit Water Co.....	0	0	0
21 Rognel Heights Water Co.....	0	0	0
22 Roland Park Water Co.....	0	0	0
23 Suburban Water Co.....	0	0	0
24 Union Bridge Water Co.....	0	0	0
25 Walkersville Water Co.....	0	0	0
26 Washington County Water Co.....	0	0	0

No. 43.

SUPPLY AND SERVICE OF THE SAME, FOR THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS
*—ABSENCE OF REQUIRED FIGURES.

SUPPLY SYSTEM—Cont.		PUMPING SYSTEM.					
Drainage Area, Sq. Miles.	Purification System Used.	Number of Pumps.	Rated Daily Capacity, Gallons.	Number of Boilers.	Rated Horse Power.	Number of Steam or Gas Engines.	Rated Horse Power.
4	5	6	7	8	9	10	11
*	0	1	158,400	0	0	5	13
325	Sand & Chem.	6	21,000,000	5	750	3	800
*	0	1	400,000	0	0	1	30
2	0	0	0	0	0	0	0
15	0	3	576,000	0	0	1	25
0	0	2	100,000	2	300	2	250
0	0	0	0	0	0	0	0
*	0	4	1,800,000	2	180	1	25
*	0	2	800,000	0	0	2	47
*	0	4	1,500,000	1	80	1	50
1 6-10	Chemical	3	295,200	0	0	0	0
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0
0	0	4	*	2	165	0	0
10	0	1	72,000	1	20	1	12
0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0
1 3-10	0	1	70,000	0	0	1	3
6	Chemical	0	0	0	0	0	0
1	Chemical	1	28,800	0	0	1	1½
0	0	1	221,760	0	0	2	20
0	0	5	1,042,560	0	0	2	110
0	Chemical	4	311,400	0	0	4	73
*	Chemical	2	120,000	0	0	2	50
1	0	0	0	0	0	0	0
9	Chemical	2	9,000,000	1	150	0	0

DISTRIBUTION SYSTEM.

Length of Mains, Miles.	Sizes of Mains, Inches.	Number of Main Pipe Valves.	Number of Fire Hydrants.	Number of Consumers.	Number of Services.	Number of Meters.	Number of Fountains and Troughs.
15	16	17	18	19	20	21	22
7.50	2 to 6	51	21	381	381	380	0
149.06	¾ to 20	917	444	10,594	10,594	4,563	2
3.00	4 to 8	48	48	354	354	354	1
4.90	2 to 8	15	20	109	119	0	0
2.95	2 to 6	20	19	75	75	73	1
14.58	4 to 8	65	66	897	897	897	1
.80	4	5	0	18	18	2	0
19.63	1 to 10	131	93	1,000	1,006	367	3
6.50	4 to 8	54	44	418	418	39	2
*	1 to 10	62	48	1,967	1,967	78	3
2.40	1½ to 6	2	6	600	110	0	0
5.75	4 to 6	6	20	233	233	0	0
17.84	¾ to 8	14	1	160	145	0	0
12.50	4 to 10	*	58	637	637	235	0
8.60	4 to 12	46	34	705	705	34	0
4.00	2 to 6	*	26	215	210	2	0
6.00	1 to 10	17	10	376	376	3	0
10.72	¾ to 6	7	5	187	187	1	2
3.14	4 to 12	17	11	202	136	9	0
2.00	4 to 8	5	16	131	131	0	1
.55	4	26	4	69	67	2	0
18.23	¾ to 10	260	121	1,074	1,074	1,062	0
12.28	1 to 8	214	18	1,250	1,270	1,145	0
2.50	4 to 8	21	16	450	450	4	0
6.00	4 to 8	0	27	125	125	2	0
66.00	4 to 20	374	228	5,160	4,486	4,280	2

TABLE No. 44.

SHOWING FOR EACH OF THE WATER CORPORATIONS NAMED THEREIN THE CASUALTIES, CLASSIFIED AS TO EMPLOYEES AND OTHERS, OCCURRING DURING THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS FOLLOWS: 0--NONE.

	Collecting System.		Pumping System.		Distribution System.		Total Employees.		Persons Other Than Employees.		All Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1	2	3	4	5	6	7	8	9	10	11	12
1 Electric Co.	0	0	0	0	0	0	0	0	0	0	0	0
2 " "	0	0	0	0	0	0	0	0	0	0	0	0
3 " "	0	0	0	0	0	0	0	0	0	0	0	0
4 " "	0	0	0	0	0	0	0	0	0	0	0	0
5 " "	0	0	0	0	0	0	0	0	0	0	0	0
6 " "	0	0	0	0	0	0	0	0	0	0	0	0
7 " "	0	0	0	0	0	0	0	0	0	0	0	0
8 Consolidated Public Utilities Co., Water Dept.	0	0	0	0	0	0	0	0	0	0	0	0
9 Delmar Water Co.	0	0	0	0	0	0	0	0	0	0	0	0
10 Dorchester Water Co.	0	0	0	0	0	0	0	0	0	0	0	0
11 Elkton City Water Co.	0	0	0	0	0	0	0	0	0	0	0	0
12 Emmitsburg Water Co.	0	0	0	0	0	0	0	0	0	0	0	0
13 " "	0	0	0	0	0	0	0	0	0	0	0	0
14 " "	0	0	0	0	0	0	0	0	0	0	0	0
15 " "	0	0	0	0	0	0	0	0	0	0	0	0
16 " "	0	0	0	0	0	0	0	0	0	0	0	0
17 " "	0	0	0	0	0	0	0	0	0	0	0	0
18 " "	0	0	0	0	0	0	0	0	0	0	0	0
19 " "	0	0	0	0	0	0	0	0	0	0	0	0
20 " "	0	0	0	0	0	0	0	0	0	0	0	0
21 " "	0	0	0	0	0	0	0	0	0	0	0	0
22 " "	0	0	0	0	0	0	0	0	0	0	0	0
23 " "	0	0	0	0	0	0	0	0	0	0	0	0
24 " "	0	0	0	0	0	0	0	0	0	0	0	0
25 " "	0	0	0	0	0	0	0	0	0	0	0	0
26 " "	0	0	0	0	0	0	0	0	0	0	0	0

TITLE OF CORPORATION.

TABLE No. 45.

SHOWING FOR EACH OF THE TELEPHONE AND TELEGRAPH CORPORATIONS NAMED THEREIN THE TOTAL AMOUNTS OF ASSETS, OF LIABILITIES AND OF SURPLUS, ON JUNE 30, 1917, AND THE TOTAL AMOUNT OF GROSS INCOME, THE DEDUCTIONS FROM GROSS INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917, AND THE INCREASES OR DECREASES FROM THE PRECEDING YEAR.

TITLE OF CORPORATION.	TOTALS.						TOTALS.					
	ASSETS.		LIABILITIES.		SURPLUS OR DEFICIT.		GROSS INCOME.		DEDUCTIONS FROM GROSS INCOME.		NET INCOME.	
	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
1	\$3,188		\$25,614	\$1,868	\$3,369	\$1,320	\$6,472	\$354	\$3,707	\$1,303	\$765	\$345
2	090,017		14,271,036	933,806	1,030,449	156,211	4,202,916	429,067	3,100,449	260,515	1,102,468	178,552
3	335		138,600	11	1,715	324	8,078	540	8,402	2,227	324	2,767
4	70		18,060	15	5,483	55	5,019	17	4,964	40	55	66
5	33		300		184	34	168		105	43	63	13
6	18,816		3,333,707	112,683	775,081	131,409	26,158	3,609	143,657	0,139	117,489	9,948
7			14,402	337	116	337	2,197	226	1,860	388	337	162
8	1,006		6,885	425	1,257	581	2,530	726	1,549	18	981	744
9	37,914		471,651	14,909	202	23,005	1,332,184	106,575	1,309,179	127,221	23,005	39,354
10	178		2,239	59	1,860	237	1,652	18	1,489	147	163	129
11	391		4,548	145	3,553	246	1,952	199	2,358	708	408	599
12	105		8,636	1,588	1,434	1,423	2,004	10	1,627	128	467	118

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE
SHOWING FOR EACH OF THE TELEPHONE AND TELEGRAPH CORPORATIONS NAMED THEREIN THE TOTAL AMOUNT OF SUCH ASSETS

TITLE OF CORPORATION.		TOTALS.		
		ASSETS.		LIABILITIES.
		Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.
		1	2	3
1	Cecil Farmers' Telephone Co.....	\$28,983	\$3,188	\$25,614
2	Chesapeake & Potomac Telephone Co.....	15,301,485	1,090,017	14,271,036
3	Cumberland Valley Telephone Co.....	140,315	335	138,600
4	Garrett County Telephone Co.....	23,563	70	18,080
5	Mapleville Telephone Co.....	484	33	300
6	Maryland Telephone Co. of Baltimore.....	2,558,626	18,816	3,333,707
7	Maryland & Delaware Telephone & Telegraph Co.....	14,286		14,402
8	Poolesville Telephone Co.....	8,142	1,006	6,885
9	Postal Telegraph-Cable Co.....	471,449	37,914	471,651
10	Princess Anne Telephone Co.....	4,099	178	2,239
11	South Dorchester Telephone Co.....	8,101	391	4,548
12	Union Telephone Co.....	10,070	165	8,636

TITLE OF CORPORATION.		DETAILS OF ASSETS—Cont.		
		Sinking Fund and Optional Reserves.	Special Deposits and Pre-payments.	Sundries.
		12	13	14
1	Cecil Farmers' Telephone Co.....			
2	Chesapeake & Potomac Telephone Co.....		\$20,304	\$2
3	Cumberland Valley Telephone Co.....			
4	Garrett County Telephone Co.....			
5	Mapleville Telephone Co.....			
6	Maryland Telephone Co. of Baltimore.....		39	
7	Maryland & Delaware Telephone & Telegraph Co.....			
8	Poolesville Telephone Co.....		2,981	
9	Postal Telegraph-Cable Co.....			
10	Princess Anne Telephone Co.....			
11	South Dorchester Telephone Co.....	\$1,078		
12	Union Telephone Co.....			

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 46.

ASSETS, THE TOTAL AMOUNT OF LIABILITIES AND THE SURPLUS ON JUNE 30, 1917, AND THE CLASSIFICATION OF AND LIABILITIES.

TOTALS—Cont.			DETAILS OF ASSETS.				
LIABILITIES —Cont.	SURPLUS OR DEFICIT.						
Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.	Cost of Plant.	Cash.	Bills and Accounts Receivable.	Materials and Supplies.	Investments.
4	5	6	7	8	9	10	11
\$1,868	\$3,369	\$1,320	\$27,372	\$118	\$974	\$518	.....
933,806	1,030,449	156,211	14,531,056	119,767	323,049	307,246	\$60
11	1,715	324	134,869	25	993	428	4,000
15	5,483	55	19,143	68	4,352	.....	.....
.....	184	33	300	184	.....	.....	.....
112,683	775,081	131,499	2,473,950	678	439	83,520	.....
337	116	137	14,286	.....	.....	.....	.....
425	1,257	581	3,930	534	667	30	.....
14,909	202	23,005	50,000	116,758	302,347	2,344	.....
59	1,860	237	3,801	12	251	35	.....
145	3,553	246	6,178	445	.....	400	.....
1,588	1,434	1,423	6,850	1,278	1,679	264	.....

DETAILS OF LIABILITIES.

Capital Stock.	Funded Debt.	Interest Accrued on Funded and Other Debt.	Taxes Accrued and Unpaid.	Bills and Accounts Payable.	Subscribers' Deposits.	Dividends Payable.	Sinking Fund and Optional Reserves.	Reserve for Depreciation.
15	16	17	18	19	20	21	22	23
\$13,525	\$1,500			\$3,458				\$7,131
10,000			\$272,553	10,979,358	\$852		\$124,391	2,883,881
138,600					1			
16,000	800		146	1,134				
300								
1,000,000				2,333,175			532	
11,120				3,282				
3,930				140				2,815
50,000				421,651				
1,000			31	808				400
3,470								1,078
6,500			4	133				2,000

TABLE

SHOWING FOR EACH OF THE TELEPHONE AND TELEGRAPH CORPORATIONS NAMED THEREIN THE GROSS INCOME
INCOME AND THE SURPLUS FROM THE OPERATIONS

TITLE OF CORPORATION.		TOTALS.		
		Gross Income from all Sources.	Deductions from Gross Income.	Net Income.
		1	2	3
1	Cecil Farmers' Telephone Co.....	\$6,472	\$5,707	\$765
2	Chesapeake & Potomac Telephone Co.....	4,202,916	3,100,449	1,102,468
3	Cumberland Valley Telephone Co.....	8,078	8,402	324
4	Garrett County Telephone Co.....	5,019	4,964	55
5	Mapleville Telephone Co.....	168	105	63
6	Maryland Telephone Co. of Baltimore.....	26,158	143,657	117,499
7	Maryland & Delaware Telephone & Telegraph Co.....	2,197	1,860	337
8	Poolesville Telephone Co.....	2,530	1,549	981
9	Postal Telegraph-Cable Co.....	1,332,184	1,309,179	23,005
10	Princess Anne Telephone Co.....	1,652	1,489	163
11	South Dorchester Telephone Co.....	1,952	2,358	406
12	Union Telephone Co.....	2,094	1,627	467

TITLE OF CORPORATION.		DEDUCTIONS FROM GROSS INCOME—Cont.		
		General Expense.	Taxes.	Uncollectible Bills.
		11	12	13
1	Cecil Farmers' Telephone Co.....	\$540	\$428	\$102
2	Chesapeake & Potomac Telephone Co.....	324,788	313,138	36,690
3	Cumberland Valley Telephone Co.....	2,148	641	392
4	Garrett County Telephone Co.....	12	146	
5	Mapleville Telephone Co.....	57	10	
6	Maryland Telephone Co. of Baltimore.....	6,069	560	1
7	Maryland & Delaware Telephone & Telegraph Co.....	49	37	
8	Poolesville Telephone Co.....	242	113	
9	Postal Telegraph-Cable Co.....	40,644	37,984	5,409
10	Princess Anne Telephone Co.....	291	66	
11	South Dorchester Telephone Co.....			
12	Union Telephone Co.....	201	145	

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 47.

FROM ALL SOURCES, THE DEDUCTIONS FROM GROSS INCOME, THE NET INCOME, THE APPROPRIATIONS FROM NET OF THE YEAR ENDED JUNE 30, 1917.

TOTALS—Cont.		REVENUE.		DEDUCTIONS FROM GROSS INCOME.		
Appropriations from Net Income.	Surplus or Deficit.	Operating Revenue.	Non-Operating Revenue.	Traffic Expense.	Repairs.	Commercial Expense.
4	5	6	7	8	9	10
\$555	\$1,320	\$6,472		\$2,004	\$2,207	\$180
946,257	156,211	4,197,187	\$5,729	808,246	457,908	523,620
	324	8,078		2,450	1,861	910
	55	5,000	19	2,140	2,553	50
30	33	168		38		
14,000	131,499	26,084	74	341	1,324	9
	337	2,197			1,774	
400	581	2,426	104	600	247	345
	23,005	1,309,557	22,627	979,753	245,390	
400	237	1,652		773	329	
160	246	1,952		2,270		
1,890	1,423	2,094		404	877	

DEDUCTIONS FROM GROSS INCOME—Cont.			APPROPRIATIONS FROM NET INCOME.			
Interest on Funded Debt.	Interest on Unfunded Debt.	Sundries.	Depreciation of Plant.	Sinking Fund and Optional Reserves.	Dividends Declared.	Sundries.
14	15	16	17	18	19	20
	\$75	\$169	\$555			
	637,266	791	863,510			\$82,747
\$48	15					
	134,917	435			\$30	14,000
			400			
	30		150		250	
			1,500		390	160

TABLE No. 48.

SHOWING FOR EACH OF THE TELEPHONE AND TELEGRAPH CORPORATIONS NAMED THEREIN THE TOTAL FUNDED DEBT AND CAPITAL STOCK OUTSTANDING ON JUNE 30, 1917 (EXCLUSIVE OF SUCH FUNDED DEBT AND CAPITAL STOCK AS ARE HELD BY THE ISSUING CORPORATION), THE RATE PER CENT. AND DATES OF PAYMENT OF INTEREST ON FUNDED DEBT, AND THE RATE PER CENT. AND AMOUNT OF DIVIDENDS DECLARED ON CAPITAL STOCK.

TITLE OF CORPORATION.	FUNDED DEBT.						COMMON STOCK.			RESERVED STOCK.
	Description.	Date.	Term of Years.	Amount Out-standing.	Interest.		Amount Out-standing.	Dividends Declared During Year.	Rate Per Cent.	Amount Out-standing.
					Rate Per Cent.	Dates Payable.				
	1	2	3	4	5	6	7	8	9	10
1	Mortgage	1917	5	\$1,500	5	J. & D.	\$13,525			
2							10,000			
3							138,000			
4	Mortgage	*	*	800	6	J. & J.	16,000			
5							300	\$30	10	
6							1,000,000			
7							11,120			
8							3,930			
9							50,000			
10							1,000	250	25	
11							3,470	390	6	
12	Union Telephone Co.						6,500			

* Information not furnished in report.

TABLE

SHOWING FOR EACH OF THE TELEPHONE AND TELEGRAPH CORPORATIONS NAMED THEREIN VARIOUS OPERATING
FOLLOWS: 0—NONE:

TITLE OF CORPORATION.	STATIONS.		
	Exchange Stations.	Private Branch Stations.	Extension Sets Owned.
	1	2	3
1 Cecil Farmers' Telephone Co.....	361	0	14
2 Chesapeake & Potomac Telephone Co.....	79,461	19,098	12,573
3 Cumberland Valley Telephone Co.....	351	0	0
4 Garrett County Telephone Co.....	440	0	0
5 Mapleville Telephone Co.....	10	0	0
6 Maryland Telephone Co. of Baltimore.....	6	0	0
7 Maryland & Delaware Telephone & Telegraph Co.....	0	0	0
8 Poolesville Telephone Co.....	150	1	0
9 Postal Telegraph-Cable Co.....	0	0	0
10 Princess Anne Telephone Co.....	97	0	5
11 South Dorchester Telephone Co.....	58	0	0
12 Union Telephone Co.....	136	0	0

TITLE OF CORPORATION.	PLANT MILEAGE—Cont.		
	Miles of Underground Wire.		Miles of Submarine Wire.
	Exchange. 13	Toll. 14	Exchange. 15
1 Cecil Farmers' Telephone Co.....	0	0	0
2 Chesapeake & Potomac Telephone Co.....	181,777	9,136	171
3 Cumberland Valley Telephone Co.....	0	0	0
4 Garrett County Telephone Co.....	0	0	0
5 Mapleville Telephone Co.....	0	0	0
6 Maryland Telephone Co. of Baltimore.....	0	0	0
7 Maryland & Delaware Telephone & Telegraph Co.....	0	0	0
8 Poolesville Telephone Co.....	0	0	0
9 Postal Telegraph-Cable Co.....	0	0	0
10 Princess Anne Telephone Co.....	0	0	0
11 South Dorchester Telephone Co.....	0	0	0
12 Union Telephone Co.....	0	0	0

No. 49.

STATISTICS FOR THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS
*—ABSENCE OF REQUIRED FIGURES.

STATIONS—Cont.					PLANT MILEAGE.			
Total Owned.	Service Stations.	Private Line Stations.	Connected Stations.	Total All Stations.	Miles of Poles.		Miles of Aerial Wire.	
					Exchange.	Toll.	Exchange.	Toll.
4	5	6	7	8	9	10	11	12
375	0	0	0	375	75	9	355	18
111,132	1,627	1,300	881	114,940	3,383	1,685	89,932	22,997
351	0	0	0	351	17	77	452	256
440	0	0	0	440	354	0	500	0
10	0	0	0	10	5½	0	5½	0
6	0	101	0	107	63	123	698	691
0	14	0	0	14	54 68-100	0	115 65-100	0
151	0	0	0	151	40	0	63	0
0	0	0	0	0	346 75-100	0	5,278	0
102	81	0	0	183	32	0	95	0
58	0	0	0	58	45	0	45	0
136	0	0	0	136	68	0	295	0

PLANT MILE- AGE—Cont.	NUMBER OF EXCHANGES.						
Miles of Submarine Wire.	Having Over 5,000 Stations.	Having From 1,000 to 5,000.	Having From 500 to 1,000.	Having From 300 to 500.	Having From 100 to 300.	Having Less than 100.	Total.
Toll.							
16	17	18	19	20	21	22	23
0	0	0	0	1	0	0	1
357	1	7	13	13	57	22	113
0	0	0	0	1	0	0	1
0	0	0	0	0	1	11	12
0	0	0	0	0	0	1	1
0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1
0	0	0	0	0	0	0	0
0	0	0	0	0	0	1	1
0	0	0	0	0	0	1	1
0	0	0	0	0	0	1	1

TABLE No. 50.

SHOWING FOR EACH OF THE TELEPHONE AND TELEGRAPH CORPORATIONS NAMED THEREIN THE CASUALTIES, CLASSIFIED AS TO EMPLOYERS AND OTHERS, FOR THE YEAR ENDED JUNE 30, 1917. THE CHARACTERS SHOWN IN THIS TABLE INDICATE AS FOLLOWS:
0—NONE;

TITLE OF CORPORATION.	Exchange Lines.		Toll Lines.		Exchange Operators and Clerks.		Other Employees.		Persons Other Than Employees.		All Persons.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
	1	2	3	4	5	6	7	8	9	10	11	12
1 Cecil Farmers' Telephons Co.....	0	0	0	0	0	0	0	0	0	0	0	0
2 Chesapeake & Potomac Telephone Co.....	0	210	0	100	0	55	0	15	0	11	0	389
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7 more.....	0	0	0	0	0	0	0	0	0	0	0	0
8 & Telegraph Co.....	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0
13 any.....	0	0	0	0	0	0	0	14	0	0	0	14

TABLE

SHOWING FOR EACH OF THE EXPRESS CORPORATIONS NAMED THEREIN THE AMOUNT

TITLE OF CORPORATION.	INVESTMENT.			
	Real Property and Equipment.	Miscellaneous Physical Property.	Stocks of Other Companies.	Bonds of Other Companies.
	1	2	3	4
1 Adams Express Company	\$9,239,807	\$57,418	\$20,351,530	\$21,009,770
2 American Express Company	15,234,111	2,015,907	5,540,191	8,346,937
3 Southern Express Company	1,997,972	144,232	.....	.....
4 Wells Fargo & Company	11,110,563	127,360	5,543,438	15,115,897

TITLE OF CORPORATION.	CURRENT ASSETS—Continued.			
	Miscellaneous Accounts Receivable.	Materials and Supplies.	Interest, Rents and Dividends Receivable.	Other Current Assets.
	13	14	15	16
1 Adams Express Company	\$133,947	\$257,904	\$477,757	.....
2 American Express Company	3,577,204	274,707	274,448	\$47,837
3 Southern Express Company	33,326	46,502	10,083	19,771
4 Wells Fargo & Company	845,297	228,992	280,980	.....

No. 51.

OF ASSETS ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF SUCH ASSETS.

INVESTMENT—Continued.			CURRENT ASSETS.				
Notes of Other Companies.	Advances to Affiliated Companies.	Total Investment.	Cash.	Special Deposits.	Loans and Notes Receivable.	Traffic Balances Receivable.	Net Balances Due from Agents and Messengers.
5	6	7	8	9	10	11	12
\$770,202	\$777,173	\$52,205,900	\$2,571,248	\$23,158	\$66,500	\$122,693	\$4,291,439
1,358,369	.....	32,495,515	6,324,976	88,117	3,850	128,041	8,124,693
.....	.....	2,142,204	3,059,638	.....	1,000,055	32,965	259,451
1,524,066	.....	33,421,324	12,860,265	.....	69,000	62,746	1,574,965

CURRENT AS-SETS—Cont.	DEFERRED AND UNADJUSTED DEBITS.						
Total Current Assets.	Insurance and Other Reserve Funds.	Advance Payments on Contracts.	Rent and Insurance Premiums Paid in Advance.	Taxes Paid in Advance.	Other Deferred and Unadjusted Debits.	Total Deferred and Unadjusted Debits.	Total Assets.
17	18	19	20	21	22	23	24
\$7,944,646	.....	.....	\$41,657	\$10,533	\$69,182	\$121,372	\$60,271,918
18,843,873	\$439,176	.....	6,757	26,447	1,324,690	1,797,070	53,136,459
4,461,792	.....	.....	3,618	1,566	6,891	12,075	6,616,071
15,922,245	.....	\$1,166,666	52,761	145,783	.....	1,365,210	50,708,780

TABLE

SHOWING FOR EACH OF THE EXPRESS CORPORATIONS NAMED THEREIN THE AMOUNT OF

TITLE OF CORPORATION.	CURRENT LIABILITIES.		
	Capital Stock.	Funded Debt.	Loans and Notes Payable.
	1	2	3
1 Adams Express Company.....	\$10,000,000	\$21,916,300	\$2,000,000
2 American Express Company.....	17,539,000	.....	.....
3 Southern Express Company.....	.....	.....	.....
4 Wells Fargo & Company.....	23,967,400	.....	.....

TITLE OF CORPORATION.	CURRENT LIABILITIES —Cont.	DEFERRED LIABILITIES AND UNADJUSTED CREDITS.	
	Other Current Liabilities.	Liability on Account of Provident Funds.	Liability on Account of Fidelity and Indemnity Funds.
	12	13	14
1 Adams Express Company.....	.....	.....	.....
2 American Express Company.....	.....	.....	\$60,612
3 Southern Express Company.....	\$6,274	\$21,155	17,720
4 Wells Fargo & Company.....	47,081	.....	.....

(a) Includes \$13,480 premium on capital stock, and \$767,388 accrued depreciation on miscellaneous physical property.

No. 52.

LIABILITIES ON DECEMBER 31, 1916, AND THE CLASSIFICATION OF SUCH LIABILITIES.

CURRENT LIABILITIES—Continued.							
Traffic Balances Payable.	Audited Accounts and Wages Unpaid.	Miscella- neous Accounts Payable.	Matured Interest, Dividends and Rents Unpaid.	Unpaid Money Orders, Cheques and Drafts.	Express Privilege Liabilities.	Estimated Tax Liability.	Unmatured Interest, Dividends and Rents Payable.
4	5	6	7	8	9	10	11
\$131,654	\$1,243,286	\$290,149	\$107,200	\$945,756	\$4,301,440	\$111,324	\$151,420
52,540	3,553,612	6,767,714	30,547	6,142,226	4,622,935	250,219	615,478
23,746	859,769	27,837	.....	325,189	463,520	.....	200,000
105,192	3,851,069	.....	18,438	3,734,777	3,204,630	305,133	8,708,155
DEFERRED LIABILITIES AND UNADJUSTED CREDITS —Continued.				CORPORATE SURPLUS.			
Operating and Insurance Reserves.	Accrued Depreciation, Buildings.	Accrued Depreciation, Equipment.	Other Deferred and Unadjusted Credits.	Reserves from Income and Surplus.	Profit and Loss Balance.	Corporate Surplus.	Total Liabilities.
15	16	17	18	19	20	21	22
\$180,104	\$216,028	\$2,494,532	\$142,210	\$4,793,893	\$10,350,433	\$15,144,326	\$60,271,918
1,361,867	1,087,463	2,922,993	(a) 1,205,703	.....	6,923,549	6,923,549	53,136,459
180,438	200,358	625,164	18,249	.....	3,647,150	3,647,150	6,616,071
313,279	261,043	2,103,121	69,367	.....	4,020,094	4,020,094	50,708,780

TABLE

SHOWING FOR EACH OF THE EXPRESS CORPORATIONS NAMED THEREIN THE INCOME ACCOUNT

TITLE OF CORPORATION.	OPERATING INCOME.				
	Charges for Transporta- tion.	Excess Privileges. Dr.	Revenue from Transporta- tion.	Revenue from Operations Other Than Transporta- tion.	Total Operating Revenues.
	1	2	3	4	5
1 Adams Express Company.....	\$45,893,923	\$22,413,455	\$23,480,468	\$603,527	\$24,083,995
2 American Express Company.....	63,413,452	31,407,985	32,005,467	3,233,225	35,238,692
3 Southern Express Company.....	18,039,247	9,251,998	8,787,249	403,725	9,190,974
4 Wells Fargo & Company.....	50,403,436	25,854,218	24,549,218	1,191,925	25,741,143

TITLE OF CORPORATION.	OTHER INCOME—Continued.				
	Dividend Income.	Income from Funded Securities.	Income from Unfunded Securities and Accounts.	Income from Reserve Funds.	Miscella- neous Income.
	14	15	16	17	18
1 Adams Express Company.....	\$1,048,708	\$845,563	\$143,840		
2 American Express Company.....	192,196	434,603	88,827	\$18,499	\$11,314
3 Southern Express Company.....	8,567	16,956	39,051		26
4 Wells Fargo & Company.....	323,570	756,512	195,601		63,336

TITLE OF CORPORATION.	DEDUCTIONS FROM GROSS INCOME—Cont.		DISPOSITION OF NET INCOME.		PROFIT AND LOSS CREDITS.
	Total Deductions from Gross Income.	Net Income.	Dividends Declared.	Income Balance Transferred to Profit and Loss.	Balance at Beginning of Year.
	27	28	29	30	31
1 Adams Express Company.....	\$1,014,553	\$1,838,485	\$600,000	\$1,238,485	\$8,981,329
2 American Express Company.....	215,239	2,863,700	350,780	2,512,970	7,775,568
3 Southern Express Company.....	15,450	1,878,247	200,000	1,678,247	5,786,034
4 Wells Fargo & Company.....	100,466	4,289,739	1,438,044	2,851,695	8,096,954

No. 53.

FOR THE YEAR AND THE PROFIT AND LOSS ACCOUNT ON DECEMBER 31, 1916.

OPERATING INCOME—Continued.					OTHER INCOME.		
Operating Expenses. Dr.	Net Operating Revenue.	Uncollectible Revenue from Transportation.	Express Taxes. Dr.	Operating Income.	Rent from Real Property and Equipment Used Jointly.	Income from Miscellaneous Physical Property.	Separately Operated Properties.
6	7	8	9	10	11	12	13
\$23,025,979	\$1,058,016	\$8,035	\$251,057	\$798,924	\$14,588	\$1,414	.....
32,355,942	2,882,750	13,789	550,236	2,318,725	14,775	.....	.....
7,192,510	1,998,464	1,605	180,789	1,816,070	6,308	2,573	\$4,146
22,212,796	3,528,347	16,421	468,532	3,043,394	3,840	3,952	.....

OTHER INCOME—Continued.		DEDUCTIONS FROM GROSS INCOME.					
Total Other Income.	Gross Income.	Rent for Real Property and Equipment Used Jointly.	Miscellaneous Rents.	Miscellaneous Taxes.	Interest on Funded Debt.	Interest on Unfunded Debt.	Miscellaneous Income Debits.
19	20	21	22	23	24	25	26
\$2,054,113	\$2,853,038	\$6,053	\$10,847	\$11,699	\$885,830	\$76,084	\$24,039
760,214	3,078,939	10,387	13,546	29,867	.....	107,129	54,310
77,627	1,893,697	10,865	875	3,260	.....	.....	450
1,346,811	4,390,205	7,705	20,051	71,507	.....	.....	1,203

PROFIT AND LOSS—Continued.							
CREDITS—Continued.				DEBITS.			
Credit Balance Transferred from Income.	Delayed Income Credits.	Unrefundable Overcharges.	Miscellaneous Credits.	Dividend Appropriations of Surplus.	Delayed Income Debits.	Miscellaneous Debits.	Credit Balance Carried to Balance Sheet.
32	33	34	35	36	37	38	39
\$1,238,485	.....	\$610	\$445,424	.....	.....	\$315,415	\$10,350,433
2,512,920	.....	1,059	16,703	\$1,050,090	.....	2,332,611	6,923,549
1,678,247	.....	217	147,015	3,900,000	.....	64,363	3,647,150
2,851,695	\$17,904	6,263	139,251	7,989,133	.....	2,840	4,020,094

TABLE

SHOWING FOR EACH OF THE EXPRESS CORPORATIONS NAMED THEREIN THE OPERATING

TITLE OF CORPORATION.	TRANSPORTATION.		
	Express, Domestic.	Express, Foreign.	Miscellaneous.
	1	2	3
1 Adams Express Company.....	\$45,503,880	\$94,681	\$295,362
2 American Express Company.....	62,841,311	531,795	40,346
3 Southern Express Company.....	18,018,449	19,898	900
4 Wells Fargo & Company.....	50,298,469	93,129	11,838

TITLE OF CORPORATION.	OPERATIONS OTHER THAN TRANSPORTATION—Continued.		
	C. O. D. Cheques.	Limited and Unlimited Cheques.	Travelers' Cheques.
	11	12	13
1 Adams Express Company.....	\$341,175	\$454	\$1,589
2 American Express Company.....	515,175	17,532	26,767
3 Southern Express Company.....	240,764	.....	520
4 Wells Fargo & Company.....	465,648	1	39,323

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 54.

REVENUE FOR THE YEAR ENDED DECEMBER 31, 1916, AND THE DISTRIBUTION THEREOF.

TRANSPORTATION—Continued.			OPERATIONS OTHER THAN TRANSPORTATION.			
Total Transportation.	Express Privileges, Dr.	Revenue from Transportation.	Customs Brokerage Fees.	Order and Commission.	Rents of Buildings and Property.	Money Orders.
4	5	6	7	8	9	10
\$45,893,923	\$22,413,455	\$23,480,468	\$68,133	\$1,324	\$11,712	\$104,843
63,413,452	31,407,985	32,005,467	124,479	9,724	86,866	401,222
18,039,247	9,251,998	8,787,249	4,329	14,842	5,872	130,310
50,403,436	25,854,218	24,549,218	28,395	6,940	204,177	229,495

OPERATIONS OTHER THAN TRANSPORTATION—Continued.

Telegraph and Cable Transfers.	Letters of Credit.	Foreign Postal Remittances.	Profit on Exchange and Other Financial Revenue.	Miscellaneous.	Total Other Than Trans- portation.	Total Operating Revenues.
14	15	16	17	18	19	20
..... \$139,857	..... \$6,609	\$8,199 9,928	\$21,758 1,063,530	\$44,340 831,536	\$603,527 3,233,225	\$24,083,995 35,238,692
..... 5,112	.....	..... 6	466 51,518	6,623 161,322	403,726 1,191,925	9,190,975 25,741,144

TABLE

SHOWING FOR EACH OF THE EXPRESS CORPORATIONS NAMED THEREIN THE OPERATING

TITLE OF CORPORATION.	MAINTENANCE.			
	Superintendence.	Repairs of Buildings.	Depreciation and Retirement of Buildings.	Repairs of Cars.
	1	2	3	4
1 Adams Express Company.....	\$4,218	\$57,227	\$51,882	
2 American Express Company.....	49,482	131,503	265,347	\$217
3 Southern Express Company.....	3,297	43,008	25,484	
4 Wells Fargo & Company.....	28,238	115,667	89,587	54,878

TITLE OF CORPORATION.	MAINTENANCE—Continued.				
	Repairs of Office Furniture and Equipment.	Depreciation and Retirement of Office Furniture and Equipment.	Repairs of Line Equipment.	Depreciation and Retirement of Line Equipment.	Miscellaneous Repairs.
	13	14	15	16	17
1 Adams Express Company.....	\$43,281	\$31,262	\$11,976	\$11,330	\$1,487
2 American Express Company.....	53,731	87,346	25,225	24,912	14,587
3 Southern Express Company.....	24,877	33,415	35,030	9,522	583
4 Wells Fargo & Company.....	31,455	59,669	8,719	27,690	958

TITLE OF CORPORATION.	TRANSPORTATION—Continued.				
	Commissions.	Office Supplies and Expenses.	Rent of Local Offices.	Vehicle Employees.	Stable and Garage Employees.
	26	27	28	29	30
1 Adams Express Company.....	\$1,381,597	\$516,188	\$690,639	\$3,926,881	\$372,717
2 American Express Company.....	2,567,524	881,147	1,189,136	4,715,521	479,508
3 Southern Express Company.....	1,150,815	163,800	200,655	429,551	31,709
4 Wells Fargo & Company.....	2,502,559	503,479	751,616	2,955,479	284,386

TITLE OF CORPORATION.	GENERAL.				
	Salaries and Expenses, General Officers.	Salaries and Expenses, Clerks and Attendants.	General Office Supplies and Expenses.	Law Expenses.	Insurance and Fidelity Bond Premiums.
	39	40	41	42	43
1 Adams Express Company.....	\$128,766	\$629,839	\$62,359	\$90,294	\$116,776
2 American Express Company.....	152,064	1,085,242	208,219	84,805	920,338
3 Southern Express Company.....	87,501	433,886	23,094	36,920	32,583
4 Wells Fargo & Company.....	116,062	804,389	34,988	90,956	173,157

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

No. 55.

EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1916, AND THE DISTRIBUTION THEREOF.

MAINTENANCE—Continued.							
Depreciation and Retirement of Cars.	Repairs of Automobiles.	Depreciation and Retirement of Automobiles.	Repairs of Wagons, Sleighs and Harness.	Depreciation and Retirement of Wagons, Sleighs and Harness.	Depreciation and Retirement of Horses.	Repairs of Trucks.	Depreciation and Retirement of Trucks.
5	6	7	8	9	10	11	12
.....	\$414,336	\$294,242	\$257,089	\$55,386	\$198,847	\$39,691	\$17,587
\$2,673	373,267	225,475	305,007	49,412	237,665	67,793	43,865
.....	14,176	17,357	63,370	17,089	21,622	29,373	12,194
36,478	65,258	48,032	267,498	84,057	197,853	60,589	30,212

MAINTENANCE—Continued.		TRAFFIC.				TRANSPORTATION.	
Miscellaneous Depreciation and Retirement.	Other Expenses.	Superintendence.	Advertising.	Stationery and Printing.	Other Expenses.	Superintendence.	Office Employees.
18	19	20	21	22	23	24	25
\$6,887	\$621	\$80,927	\$14,677	\$21,337	.....	\$382,019	\$7,125,832
11,747	11,982	156,680	176,722	23,191	\$196	1,196,233	8,859,668
474	124	35,260	32,942	10,618	284	310,573	1,944,048
1,646	2,749	136,504	77,910	23,630	.....	1,119,527	5,601,485

TRANSPORTATION—Continued.							
Stable and Garage Supplies and Expenses.	Drayage.	Train Employees.	Train Supplies and Expenses.	Stationery and Printing.	Loss and Damage.	Injuries to Persons.	Other Expenses.
31	32	33	34	35	36	37	38
\$1,728,696	\$806,755	\$1,143,063	\$35,440	\$389,565	\$1,722,131	\$49,310	\$26,813
1,990,819	944,974	2,007,881	184,356	507,308	1,651,390	92,529	26,324
255,682	89,903	814,761	20,534	243,035	412,290	30,934	16,645
1,434,891	419,784	1,996,431	178,496	400,808	1,034,950	153,652	24,188

GENERAL—Continued.		RECAPITULATION.					
Pensions.	Other Expenses.	Maintenance.	Traffic.	Transportation.	General.	Total Operating Expenses.	Ratio Operating Expenses to Operating Revenue.
41	45	46	47	48	49	50	51
\$53,525	\$35,451	\$1,494,378	\$116,942	\$20,297,647	\$1,117,012	\$23,025,979	95.67
165,256	107,673	1,981,236	356,790	27,294,318	2,723,597	32,355,941	91.82
7,500	25,990	350,996	79,104	6,114,936	647,474	7,192,510	78.26
42,080	140,156	1,211,233	238,044	19,361,731	1,401,788	22,212,796	86.29

TABLE No. 56.

THE PULLMAN COMPANY.

COMPARATIVE GENERAL BALANCE SHEET—DECEMBER 31, 1916.

ASSETS:		ASSETS.	LIABILITIES.
INVESTMENTS:			
Cost of Property and Equipment.....		\$149,446,990	
Stock Owned.....	\$1,622,806		
Funded Debt Owned.....	2,756,875	4,379,681	
Land Owned.....		6,651	
Total Investments.....		\$153,833,322	
CURRENT ASSETS:			
Cash.....	\$13,470,744		
Bills Receivable.....	501,227		
Due from Agents and Conductors.....	589,579		
Due from Solvent Co.'s and Individuals...	2,533,717		
Other Cash Assets.....	5,000,000		
Total Current Assets.....		22,095,267	
OTHER ASSETS:			
Materials and Supplies.....	\$4,909,518		
Sinking, Insurance and Other Funds.....	417,650		
Sundries.....	74,678		
Total Other Assets.....		5,401,846	
LIABILITIES:			
Capital Stock.....			\$120,000,000
CURRENT LIABILITIES:			
Audited Vouchers and Accounts.....		\$2,609,894	
Wages and Salaries.....		610,780	
Dividends not called for.....		18,088	
Miscellaneous.....		235,695	
Total Current Liabilities.....			3,492,457
OTHER LIABILITIES:			
Dividends accrued on Capital Stock.....			1,591,440
Depreciation on Cars.....		\$13,945,507	
Reserve for Accrued Depreciation on Equipment.....		27,707,128	
Reserve for Accrued Depreciation on Buildings, Etc.....		637,029	
Insurance and Other Reserve Funds.....		1,325,567	
Total Other Liabilities.....			43,615,231
PROFIT AND LOSS.....			12,631,307
GRAND TOTALS.....		\$181,330,435	\$181,330,435

TABLE No. 57.

THE PULLMAN COMPANY.

SHOWING THE INCOME ACCOUNT FOR THE YEAR AND THE PROFIT AND LOSS ACCOUNT ON
DECEMBER 31, 1916.

INCOME ACCOUNT.

OPERATING INCOME:

Sleeping Car Revenues	\$44,202,619	
Sleeping Car Expenses	30,878,524	
Net Sleeping Car Revenue		\$13,324,095
Net Revenue from Auxiliary Operations		29,972
Total Net Revenue		\$13,354,067
Taxes Accrued		1,608,898
Operating Income		\$11,745,169

OTHER INCOME:

Dividends on Stocks Owned	\$99,372	
Interest on Funded Debt Owned	80,739	
Interest on other Securities, Loans and Accounts	404,178	
Total Other Income		584,289
Gross Corporate Income		\$12,329,458

DEDUCTIONS FROM GROSS INCOME:

Hire of Equipment	\$9,180	
Interest	17,699	
Total Deductions		26,879
Net Corporate Income		\$12,302,579

DISPOSITION OF NET INCOME:

Dividends Declared	\$9,529,035	
Appropriations to Reserve	600,000	
		10,129,035
Balance carried to credit of Profit and Loss		\$2,173,544

PROFIT AND LOSS ACCOUNT:

Credit Balance January 1, 1916		\$10,256,998
Credit Balance from Income Account		2,173,545
Credit Balance from Manufacturing Plants		191,245
Unrefundable Overcharges		4,787
Miscellaneous Credits		6,067
Uncollectible Sleeping Car Revenue	\$833	
Miscellaneous Debits	502	
Balance Credit, carried to Balance Sheet	12,631,307	
Totals	\$12,632,642	\$12,632,642

TABLE No. 58.

THE PULLMAN COMPANY.

SHOWING THE OPERATING REVENUES AND THE AUXILIARY REVENUES AND EXPENSES FOR THE YEAR
ENDED DECEMBER 31, 1916.

OPERATING REVENUE:

Standard Sleeping Car, Berth Revenue.....	\$36,089,143	
Tourist Sleeping Car, Berth Revenue.....	2,252,582	
Standard Sleeping Car, Seat Revenue.....	2,061,921	
Tourist Sleeping Car, Seat Revenue.....	5,275	
Parlor Car, Seat Revenue.....	5,543,297	
Composite Car, Seat Revenue.....	67,057	
Chartered Standard Sleeping Cars, Per Diem Rates.....	270,427	
Chartered Standard Sleeping Cars, Berth Rates.....	20,675	
Chartered Tourist Sleeping Cars, Per Diem Rates.....	42,870	
Chartered Tourist Sleeping Cars, Berth Rates.....	87	
Chartered Private Cars, Per Diem Rates.....	247,704	
Chartered Other Cars.....	26,364	
Miscellaneous Revenue.....	61,272	
Car Mileage Revenue.....	690,558	
Association Revenue, Dr.....	482,426	
Contract Revenue, Dr.....	2,694,188	
Total Operating Revenue.....		<u>\$44,202,619</u>

AUXILIARY OPERATIONS:

REVENUE:

Dining and Special Car Revenue.....	\$23,233	
Sleeping and Parlor Car Commissarial Revenue.....	716,638	
Miscellaneous Revenue.....	15,465	
Total Operating Revenue.....		<u>\$755,336</u>

EXPENSES:

MAINTENANCE:

Repairs of Dining and Special Cars.....	\$47,413	
Depreciation of Dining and Special Cars.....	4,112	
Total Maintenance.....		<u>\$51,525</u>

CONDUCTING COMMISSARIAL SERVICE:

Superintendence.....	\$46,938	
Employs.....	125,959	
Fuel and Supplies.....	487,096	
Other Expenses.....	3,035	
Total Conducting Commissarial Service.....		<u>663,028</u>

GENERAL EXPENSES:

Administration.....	\$4,032	
Insurance.....	549	
Stationery and Printing.....	6,230	
Total General Expenses.....		<u>10,811</u>
Total Operating Expenses.....		<u>\$725,364</u>
Net Operating Revenue, Auxiliary Operations.....		<u>\$29,972</u>

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE No. 59.

THE PULLMAN COMPANY.

SHOWING THE OPERATING EXPENSES FOR THE YEAR ENDED DECEMBER 31, 1916, AND THE DISTRIBUTION THEREOF.

MAINTENANCE:

Superintendence.....	\$55,257	
Sleeping Car Repairs.....	8,506,505	
Parlor Car Repairs.....	1,081,247	
Other Car Repairs.....	191,585	
Sleeping Car Depreciation Adjustments.....	218,172	
Parlor Car Depreciation Adjustments.....	45,184	
Other Car Depreciation Adjustments.....	22,867	
Sleeping Car Depreciation.....	4,874,604	
Parlor Car Depreciation.....	741,420	
Other Car Depreciation.....	129,237	
Shop Machinery and Tools.....	35,654	
Buildings, Appurtenances and Grounds.....	127,651	
Buildings, Appurtenances and Grounds Depreciation.....	62,369	
Stationery and Printing.....	6,576	
Injuries to Persons.....	9,137	
Other Maintenance Expenses.....	8	
Maintenance of Association Cars, Cr.....	96,363	\$16,012,110

CONDUCTING CAR OPERATIONS:

Superintendence.....	\$248,202	
District Employes and Expenses.....	1,573,171	
Conductors.....	2,909,124	
Porters and Maids.....	2,977,974	
Car Cleaning.....	2,017,561	
Laundry.....	1,736,341	
Other Car Supplies and Expenses.....	1,790,925	
Stationery and Printing.....	129,332	
Loss and Damage.....	23,465	
Injuries to Persons.....	94,583	
Other Expenses.....	53,933	
Operation of Association Cars, Cr.....	97,813	13,456,798

GENERAL EXPENSES:

Salaries and Expenses of General Officers.....	\$226,708	
Salaries and Expenses of Clerks and Attendants.....	472,142	
General Office Supplies and Expenses.....	37,241	
Law Expenses.....	245,758	
Pension and Relief Expenses.....	163,292	
Insurance.....	81,543	
Stationery and Printing.....	37,948	
Other General Expenses.....	145,984	
Administration of Association Cars, Cr.....	1,000	1,409,616

RECAPITULATION:

Maintenance.....	\$16,012,110
Conducting Car Operations.....	13,456,798
General Expenses.....	1,409,616
Total Operating Expenses.....	\$30,878,524

Ratio of
Operating
Expenses to
Operating
Revenue,
69.86
Per Cent.

NOTE—Deficit, loss and other reverse items on this table are printed in bold type.

TABLE No. 60.

THE PULLMAN COMPANY.

SHOWING CERTAIN STATISTICS AND OPERATING REVENUE AND EXPENSE AVERAGES AND COMPARISONS.

PASSENGERS:

Standard Sleeping Cars.....	18,275,459	
Tourist Sleeping Cars.....	1,131,316	
Parlor Cars.....	8,317,826	
Composite Cars.....	141,561	
Miscellaneous.....	233	
Total, Revenue Passengers.....		27,866,395
Total, Non-Revenue Passengers.....		1,136,970
Average Number of Passengers, per car, per day.....		12
Average Revenue, per Passenger, Berth.....		\$2.45
Average Revenue, per Passenger, Seat.....		0.63
Sleeping Car Operations, Revenues:		
Revenues per Car-Mile.....	\$0.06031	
Revenues per Car-Day.....	19.78993	
Sleeping Car Operations, Expenses:		
Expenses per Car-Mile.....	0.04213	
Expenses per Car-Day.....	13.82461	
Net Revenue:		
Net Revenue per Car-Mile.....	0.01818	
Net Revenue per Car-Day.....	5.96532	
Total Number of Car-Days.....		2,233,591
Average Number of Car-Miles per Car-Day.....		328.13
Total Number of Car-Miles.....		732,897,644
Average Number of Car-Miles per mile of Trackage operated over.....		6,114.87
Average Capacity per Car—Passenger:		
Standard Sleeping Car, Berths.....		26.85
Tourist Sleeping Car, Berths.....		31.83
Parlor Car, Seats.....		30.74
Composite Car, Seats.....		26.77

EQUIPMENT:

	Owned.	Leased.
Standard Sleeping Cars.....	5,306	
Tourist Sleeping Cars.....	742	61
Parlor Cars.....	1,086	
Dining Cars.....	7	1
Composite Cars.....	121	24
Private Cars.....	32	
Total in Service, all fitted with train brake and automatic coupler.....	7,294	86

TABLE

SHOWING FOR EACH OF THE CORPORATIONS NAMED THEREIN THE AMOUNT OF ASSETS, THE AMOUNT OF

TITLE OF CORPORATION.	TOTALS.			
	ASSETS.		LIABILITIES.	
	Total Amount June 30, 1917.	Increase Over Preceding Year.	Total Amount June 30, 1917.	Increase Over Preceding Year.
	1	2	3	4
1 Baltimore & Philadelphia Steamboat Co.....	\$679,118	\$6,040	\$333,900	\$10,000
2 Rock Creek Steamboat Co.....	12,926	57	13,250	.....
3 Stony Creek Steamboat Co.....	34,060	23,976	34,500	23,450
4 Tolchester Beach Improvement Co.....	312,823	3,117	261,000	1,000

TITLE OF CORPORATION.	DETAILS OF ASSETS—Continued.		
	Sinking Fund and Other Reserves.	Special Deposits and Prepayments.	Sundries.
	12	13	14
1 Baltimore & Philadelphia Steamboat Co.....	\$50,932	.....	.....
2 Rock Creek Steamboat Co.....	.....	.....	.....
3 Stony Creek Steamboat Co.....	.....	.....	.....
4 Tolchester Beach Improvement Co.....	.....	.....	.....

NOTE—Deficit, loss and other reverse items in this table are printed in bold type.

No. 61.

LIABILITIES AND THE SURPLUS ON JUNE 30, 1917, AND THE CLASSIFICATION OF SUCH ASSETS AND LIABILITIES.

TOTALS—Continued.		DETAILS OF ASSETS.				
SURPLUS OR DEFICIT.						
Total Amount June 30, 1917.	Increase Over Preceding Year.	Real Property and Land Equipment.	Marine Equipment	Cash.	Bills and Accounts Receivable.	Materials and Supplies.
5	6	7	8	9	10	11
\$345,218	\$16,040	\$413,953	\$202,163	\$3,223	\$8,846	.....
324	57	180	10,000	2,160	586	.....
440	528	.....	33,713	347	.....	.....
51,823	4,117	114,310	195,000	3,513	.....	.....

DETAILS OF LIABILITIES.						
Capital Stock.	Funded Debt.	Bills and Accounts Payable.	Salaries and Wages Unpaid.	Interest, Dividends and Rents Accrued.	Sinking Fund and Other Reserves.	Sundries.
15	16	17	18	19	20	21
\$281,400	.....	\$52,500	.....	.....	.....	.....
13,250	.....	.....	.....	.....	.....	.....
20,000	.....	14,500	.....	.....	.....	.....
253,000	\$8,000	.....	.....	.....	.....	.....

TABLE

SHOWING FOR EACH OF THE CORPORATIONS NAMED THEREIN THE GROSS INCOME FROM ALL SOURCES, THE

TITLE OF CORPORATION.	TOTALS.		
	Gross Income From All Sources.	Increase Over Preceding Year.	Deductions From Gross Income.
	1	2	3
1 Baltimore & Philadelphia Steamboat Co.....	\$394,033	\$38,357	\$396,148
2 Rock Creek Steamboat Co.....	10,242	1,490	10,118
3 (a) Stony Creek Steamboat Co.	11,480	.....	11,354
4 Tolchester Beach Improvement Co.	215,667	20,630	211,550

TITLE OF CORPORATION.	DETAILS OF INCOME—Cont.	DEDUCTIONS FROM INCOME.	
	Miscellaneous.	Maintenance.	Towage and Lighterage.
	11	12	13
1 Baltimore & Philadelphia Steamboat Co.....	\$13,061	\$36,654	\$90,349
2 Rock Creek Steamboat Co.....	985	1,252	42
3 (a) Stony Creek Steamboat Co.	2,848	157	472
4 Tolchester Beach Improvement Co.	64,998	17,923	.....

(a) First Annual Report.

NOTE—Deficit, loss and other reverse items in this table are printed in bold type.

No. 62.

DEDUCTIONS FROM INCOME AND THE NET INCOME FROM THE OPERATIONS OF THE YEAR ENDED JUNE 30, 1917.

TOTALS—Continued.			DETAILS OF INCOME.			
Increase Over Preceding Year.	Surplus or Deficit.	Increase Over Preceding Year.	Passenger Traffic.	Freight Traffic.	Rents.	Interest and Dividends Received.
4	5	6	7	8	9	10
\$72,677	\$7,885	\$34,320	\$76,164	\$290,490	\$14,318	.....
771	124	2,261	8,240	1,017	.....	.....
.....	126	.....	6,965	1,667	.....	.....
25,561	4,117	4,931	89,192	61,477	.....	.....

DEDUCTIONS FROM INCOME—Continued.

Transporta- tion.	Tolls and Rents.	Interest on Funded and Other Debt.	Taxes.	Insurance.	Dividends.	Miscellaneous.
14	15	16	17	18	19	20
\$150,839	\$50,647	\$3,130	\$11,789	\$5,492	\$14,070	\$23,179
5,522	1,519	108	350	1,325
6,669	35	197	1,124	597	2,103
158,889	684	7,750	8,594	17,710

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